VOLUME VI NUMBER 18

May 20, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢

40 PAGES THIS ISSUE CHERRY CREEK H&H

NAZARETH NATIONAL RESULTS San Diego Action

Hostesses of the upcoming Carlsbad/Cycle News Motorcycle Circus display their charms at AFM Road Races Sunday. Number 31 is rider Dave Damron. Lady on the left is Jan Palmer and Ellie Adelson ("Miss Carlsbad") is on the right. Photo by Dennis Greene.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION Motorcycle Clubs – Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

EVERY FRIDAY NIGHT
SPEEDWAY RACING, Saugus Speedway, Saugus, Calif. Racing starts 8:30 p.m. See ad this issue.

½ MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Calif.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m. See ad this issue.

FIRST SAT. OF EVERY MO.
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

FRIDAY, MAY 23rd

TT RACES, $600 purse, at Oregon Sidewinders M.C. track in Clackamas, Oreg., south of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

SATURDAY, MAY 24th

SPORTSMAN SCRAMBLES; AMA points, 100cc, 200cc, 250cc, 350cc, 500cc, and Open; at Oregon Sidewinders M.C. track in Clackamas, Oregon, south of Portland. 7 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 days.

SHORT TRACK RACES by Fort Sutter M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476.

MOTORCROSS, Munz Spdwy., Elsinore, Cal. Cash plus trophies, 11 a.m. start.

SUNDAY, MAY 25th

2nd ANNUAL POKER RUN by Overlanders M.C. Info: (213) 923-4107 or 864-5452.

A.C.A. MOTO-CROSS at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

MOTOCROSS, by Dirt Diggers North M.C. at Placerville, Cal. Hangtown Course, limed from Hwy 50, 2 mi. S. of Placerville. Signup 8-11, race 11 a.m. Info: (916) 988-4725 or Dirt Diggers, Box 338, Orangevale, Cal.

TT SCRAMBLES, Huntington Beach Cycle Park, signup 10-12, pract. 11 a.m. Info: (714) 897-4458.

POKER RUN by Taft MC, Taft, Cal. Sign up from 9-11 a.m. at 318 Harrsion St., Taft. $3 entry, trophies and food. Info: Bob Bledsoe, P.O. Box 904, Taft, Cal.

SCRAMBLES CANCELLED – Taft M.C.

SCRAMBLES, Lodi Cycle Bowl, Cal., by Stockton M.C. Sign-up and practice 9-11, races noon. AMA. Info: Bill Faulkner, 463-7283.

TT SCRAMBLES, South Bay Speedway, by Experts MC. Limed from Main St. turnoff Interstate 5 in Chula Vista, 8 mi. E. to track. Class C traction. Prac. 10 a.m., races noon.

SPORTSMAN SCRAMBLES, Martinez, Cal. by Hi-Hats MC. AMA, signup and prac. 9-11 a.m., races noon. Info: Concord, 689-6722.

DUAL EUROPEAN SCRAMBLES, by Sidewinders and Sandblasters, limed from Hwy. 395 S. of Ridgecrest turnoff and from 4-way stop in Ridgecrest. Trophies for March, Club oper. concess. Race 8 a.m. Info: (714) 375-4908.

MOTOCROSS, Bay Mare Ranch, limed from Moorpark offramp, Ventura Fwy, in 1000 Oaks, Cal. 8 a.m. practice, 9 a.m. start. Overnight camping. Info: (213) 348-3349.

TT RACES, by Desert Phantoms M.C. at Adelanto. AMA sanction, Prac. 9 a.m., lightweights a.m., big bores noon. Sidehacks welcome. Info: (714) 246-8857.

ENGLISH TRIAL, PNTA event, Tiger Canyon Trial C (annual). Follow arrows from Eastgate Walla Walla, Info: M/C Specialist, 1607 E. Isaacs, Walla Walla, Wash. 99362, (509) 529-2776.

HILLCLIMB by Salinas Ramblers M.C. at Gonzales Rianda Ranch. River Road, Limed from U.S. 101 off at Chualar, Cal. AMA sanc. Sportsman. Info: P.O. Boz 541, Salinas, Calif. 93901.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

FRIDAY, MAY 30th

35th ANNUAL MEMORIAL TT CHAMPIONSHIP at Graham Speedway, Tacoma, Wash., Tacoma M.C. $900 minimum purse. Novice practice & qualifying 11 a.m., expert & amateur practice & qualifying 1 p.m.

MEMORIAL DAY TT RACES, $900 purse, at Oregon Sidewinders M.C. track in Clackamas, Oregon, south of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 days.

1st ANNUAL MOTOCROSS RACE. AMA sanc. at the Santa Maria Speedway. Camping available $1.50 to ride or watch. Live TV coverage, new track, pract. 10 a.m. race at noon. Refreshments available, sponsored by Lompoc Slo-Pokes M.C.

HARE SCRAMBLES, by San Berdoo Valley M.C. Two 35-mile loops, limed on Hwy. 395 6 mi. N. of Adelanto. 10 a.m. start.

MOTOCROSS, Bay Mare Ranch, limed from Moorpark offramp, Ventura Fwy., 1000 Oaks, Cal. Shamrocks point event. Overnight camping. Info: (213) 348-3349.

SPORTSMAN SCRAMBLES, Hall Ranch, Uvas Dam, Cal., by Eastside MC Inc. and Gilroy Elks. AMA, prac. 9:30-11, races noon. Cerebral Palsy benefit.

SATURDAY, MAY 31st

TT SCRAMBLES, Josephine County Fairgrounds, Grants Pass, Ore. By Rogue Valley Riders M.C. Inc. AMA sanction, 7:30 p.m. Info: (503) 476-2180 or 476-4018.

SPORTSMAN SHORT TRACK, Chris Beck Arena, Santa Rosa, Cal. AMA. Signup and prac. 5:30 to 7 p.m., races 7:30. Info: Don Moore, (707) 546-6695.

SHORT TRACK RACES by Sacramento Tracker's M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476. Prac. 6 p.m. Race 8 p.m.

OLD TIME HILLCLIMB, Bay Mare Ranch, $350 purse, sign in 10 a.m., starts Noon. Mini-Bikini race, free entry and trophies to all participants. Info: Dave, (213) 348-3349.

TT SCRAMBLES, Elsinore, Cal. by Jack Rabbits MC. Dist. 37 points. Big Bikes race at 6 p.m., Ultra-lightweights 8:30, Lightweights 11 p.m. Info: (213) 631-6733.

POKER RUN/HARE AND HOUND. Ballinger Canyon, Cal., by Ridge-Riders Trail Club Inc., 10 a.m., spark arresters a must. Info: 649-1960, Oakview, Cal.

SAT. & SUN., MAY 31, JUNE 1st

23rd ANNUAL GREENHORN ENDURO, 500 mile National AMA Champ. Start-finish Pearblossom, Cal. on Hwy. 138. First rider leaves Pearblossom 6:01 a.m. Saturday. Sunday only (250 mile enduro) first rider leaves Ridgecrest 6:01 a.m. Mail entry fee $8 both days; $5 Sun. only. Mail entries, on official blanks only, to: Greenhorn Committee, 817 Chelalem Rd., La Canada, Cal. 91011, by midnight, May 15. Post entries at start. Friday and Sat. Info: Pasadena MC, 21 E. Howard St., Pasadena, Cal.

BIG BEAR TWO DAY TRIALS, sanc. by SCTA, Limed from Standard station in Fawnskin. Starts 12 noon Sat. Checkers needed. Contact Dave Evans (213) 865-3991. Finisher pins.

FRI., SAT., SUN., May 30, 31, June 1st

2nd ANNUAL SHASTA-CASCADE WONDERLAND MOTORCYCLE TOUR at Caldwell Park, Redding, California. Sign in at Caldwell Park on North Market St. in Redding, Cal. Mail entry $3.50, post $4.50. Info: P.O. Box 792, Central Valley, Cal. 96019.

SUNDAY, JUNE 1st

TT SCRAMBLES, Bay Mare Ranch, first race 10 a.m., small bikes practice 9 a.m., big bikes practice Noon. Info: Dave, (213) 348-3349.

ROAD RACE, Grand Prix, Orange County International Raceway, Cal. Practice 10 a.m., racing at 1 p.m. AFM sanction.

C.M.C. MOTO-CROSS Spring Series at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 539-3328.

MOTOCROSS by Sprockets M.C., Witchita, Kansas. Benefit for Institute of Logopedics Boy Scout Troop. 1 p.m. at Cook Airfield. $250 rider purse.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526. (503) 476-4018.

CROSS COUNTRY, by Hi-jinx F.M.C. 5th Annual Calico 100 at El Mirage dry lake. 0-125cc. 5 bikes make a class. Entry $3, riders meet 9:30, race at 10 a.m. Limed from Adelanto on Hwy. 395. Info: 868-0116.

1st ANNUAL HARBOR DAY TOUR, by Tri-City M.C. Starts from Boe's Cycle Mart, 1003 N. Hill St., Oceanside, Cal. AMA sanction, sign in 8-10 a.m. Info: (714) 722-4111 Ext. 4270.

FRIDAY, JUNE 6th

TT RACES, $600 purse, AMA sanc. at Oregon Sidewinders M.C. track in Clackamas, Ore., S. of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore., 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

Take a friend to a motorcycle event this weekend.

SATURDAY, JUNE 7th

SHORTTRACK RACES, Sacramento Raceway, by Fort Sutter M.C., 3405 El Camino Ave., Sacramento, Cal. 95871. Lawton 489-0476.

SPORTSMAN SCRAMBLES, AMA points, Oregon Sidewinders MC track in Clackamas, Ore. Five classes, 7 p.m. start. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore. 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

SAT. & SUN., JUNE 7 & 8th

14th ANNUAL HIGH SIERRA TOUR by Ace of Clubs M.C. Info: (213) 442-4791 or 332-1286.

SUNDAY, JUNE 8th

HARE AND HOUND, Limed from California City, Cal., by Antelope Ramblers M.C. Three 30 mile loops. $4.50 entry, jackets for winners. 10 a.m. start.

OCMC SCRAMBLES, Perris Valley Rec. Center, Cal. Small bikes signup 8 a.m., prac. 9, big bikes signup noon, prac. 1 p.m. AMA..

ENGLISH TRIALS, Oakhurst, Cal. 50 mi. N. of Fresno on Hwy. 41. Several classes, 10 observed sections, 8 mi. course through Sierra Natl. Forest. Spark arresters. Entry $3, 9 a.m. start.

A.C.A. MOTO-CROSS Semi-Final at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

TUES. Through FRI., JUNE 10-13th

1969 BAJA 500, by NORRA, Ensenada, Baja, Cal. Purse: 40% entry fees received; entry fees; $250 before May 1, $350 after May 1. Contingencies.

FRIDAY, JUNE 13th

VIEWFINDERS TROPHY PRESENTATION, Warner Bros. Studios, Stage 1. Only Riders of race and guests will be admitted.

SATURDAY, JUNE 14th

SHORTTRACK, Sacramento National Raceway, by Sacramento Trackers M.C., sign ups and practice, 6-7:30 p.m., race 8 p.m.

TT RACES (Night), AMA, Castle Rock, Wash. Fairgrounds, Infor: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

See'em Ride at SADDLEBACK PARK!

May 25 – ACA Motocross; SCTA Riding School
June 1 – CMC Spring Series Motocross
June 8 – ACA Motocross Semi-Finals

Ride'em Yourself at SADDLEBACK PARK!

Open 9-5 daily, except Tuesday and Wednesdays
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CYCLE PARK
Motorcycle Racing
2nd & 4th Sunday Every Month
NOW Running Regularly
all classes — H.B. Park points
For info call (714) 897-4458

If you are not going to ride the World famous Pasadena M.C. 500 mile Nat. **GREENHORN ENDURO** Do the next best thing. Help us hold checks & man road crossings – May 31 & June 1st.
For info. (213) 358-6090 after 6 p.m.

SAT. & SUN., JUNE 14 and 15th

PRODUCTION ROAD RACE, Carlsbad, Cal. $1000 cash and merch. purse. Mail entries to Carlsbad Raceway, Box 26, Carlsbad, Cal. 92008. Start pos. determined by postmark. 0-200cc 200 miles Sat., 201-Open Sun. Pacific Coast Championship.

CARLSBAD-CYCLE NEWS CIRCUS, Two days of simultaneous action, road races described above plus Grasstrack TT and family trials, night drags, plus 1/8 mile drags for dirt bikes, Sunday's events in addition to the championship road race, Grand finale of CMC trip-to-England series, wheelie contest, plus more events to be announced. Use the discount coupon on page 27.

2nd ANNUAL HEMET TOUR by Terrapins M.C. Sign in and finish at Farmer's Fairgrounds, Hemet, Calif. Sign in from 8 p.m. Fri. June 13th, to 1 p.m. Sat. June 14th. Parade, best dressed competition, motorcycle judging, field events, etc. Mail and post entry. Info: (213) 835-0778; (714) 281-2150.

NATIONAL TRIALS CHAMPIONSHIP, Pan Amer. Racing Assoc. (FIM) at Wichita, Kansas. $15 entry, deadline June 1st. Info: Pan American Racing Assoc., (Trials Div), 5326 E. Harry St., Wichita, Kan. 67218.

SUNDAY, JUNE 15th

HARE SCRAMBLES, by 100's M.C., 2nd Annual 100 miles. Limed from California City, Cal. Dist. 37 points. Info: 332-8409 or 332-4959 after 5 p.m.

MINI-BIKE RACES Saddleback sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

RIDING SCHOOL, S.C.T.A. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

MOTO-CROSS, GOLDEN STATE Series C.M.C. points, Carlsbad, Calif. Info: C.M.C., P.O. Box 1334, Huntington Bch., Calif. 92647. (714) 539-3328.

HILLCLIMB, Hall Ranch, Cycle Hills, AMA, by Campbell M.C. Morgan Hill, prac. 9:30 a.m., 11:30 start. All classes plus unlimited exhibition climb.

So Little To Pay

25¢

for so much

AMA NATIONALS

SUNDAY, MAY 25

HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, R.S.C.A. Inc., Lindy Vicari and Al Gaspari, Reading Fairgrounds, Reading, Pa.

250 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209.

MOTOCROSS MAY 25

★ BAY MARE RANCH

RACES START 10:30 a.m.
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES

All New Course (never run before)

SUPER BIG TROPHIES

Limed from Ventura Fwy, and Moorepark offramp in 1000 Oaks
For info. call
Dave (213) 348-3349

Motorcycle FUN!

NEW FUN THING FOR THE WHOLE FAMILY

JUNE 14 & 15

CARLSBAD-CYCLE NEWS
MOTORCYCLE CIRCUS

FREE MIDWAY — SIMULTANEOUS ACTION — ADDED ATTRACTIONS

SATURDAY

200 MILE ROAD RACE – 200cc –$1,000 cash prizes (for 2 days) Pre-entry $20 to AFM, Box 26, Carlsbad, Cal. 92008.

GRASS TRACK TT by Lightweights M.C. $2 entry fee. Championship trophies.

FAMILY TRIALS (tentative)

FREE OVERNIGHT CAMPING

SATURDAY NIGHT

NIGHT DRAGS-- CASH PRIZES
PLUS 1/8 MILE DRAGS FOR DIRT BIKES

($2 entry, Championship Trophies)

FREE Discount Coupon on Page 27.

SUNDAY

MOTOCROSS-- Grand Finale of CMC Trip-To-England Series.

300 MILE PRODUCTION ROAD RACES – 201cc to Open by AFM $1,000 cash prize (2 days).

FREE WHEELIE CONTEST

PLUS MORE EVENTS (to be announced)

WOW

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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VOICES OF THE WEST

WANTS TO GO TRAILING

I subscribe to your newspaper each week and which I might say is very interesting. I am writing to ask if you might put me in touch with a family trail riding or desert riding club in which my young son and I might participate in, any information will be greatly appreciated.

RON COVE
Chino, Cal.

COMMENT: See our Club Directory and take your choice.

GREENHORN

I have ridden the Greenhorn Enduro for the last two years finishing in a trophy position both years. I was second overall on Sunday in 1968 and sixth in my class for both days in 1967.

The problem at hand is that I have yet to receive either trophy. I have, without success, written letters to the Pasadena M.C. requesting my hard earned trophies.

I happen to live over 400 miles from the Greenhorn, and after you ride across the desert 500 miles two years in a row only to look forward to driving another 400 miles home. All this work and money but no trophies after you earned them.

This will be my last Greenhorn if they don't give me the two trophies that I have earned. In fact it may be THE LAST Greenhorn after I remove all of the mileage markers and arrows as I enjoy my last trophyless Greenhorn Enduro.

JOE PYLE
Dirt Diggers North M.C.
Orangevale, Cal.

P.S. I'm bringing plenty of help!

'CHAIRS' LIKE

Anyone who liked Prado Park, or likes a hard-fast-smooth track, South Bay Speedway lives!! The fastest dirt track I've been on.

"CRASH" ROESCH
#7 Sidecar
Tujunga, Calif.

FEDS TO BLAME

All the hulabaloo about State laws regulating the operation of motorcycles, (helmets, lights on, etc.) comes from the Federal Government. A certain amount of money alloted to the state has strings on it. In order to get this money, they (the states) must comply with Federal rules.

So, although we must enlighten our state legislators – it seems to me that we must first realize that the Federal Government is the prod that stimulates them. (State Legislators.) So let's let our Congressmen and Senators know how we feel.

An (to me) important point on protective clothing is that I wear jeans and engineers boots, because if the weather is such, to keep me warm, also a leather jacket, for the same reason, also gloves, although I have a helmet, the purpose (to me) of a helmet is for the same reason.

What I want to bring out is that when I get on my bike I don't get on expecting an accident. Nor do I get in my car, and wear a seat belt, a shoulder harness, an eye guard, and ear guard etc. This could apply to a train, bus, plane, etc.

A little motorcycle background: I am 63 years old. I conned my father into getting me a one lunger Excelsior, belt drive, when I was 13 years old. From there to an Indian Scout, more Excelsiors, to a Henderson, then Indians until 1946. Then BSA's, Velocettes, and Triumphs. I now own a '67 350cc Yamaha and a '66 Bridgestone Dual-Twin. Most of my riding has been street.

I honestly believe that a cycle is the safest mode of transportation devised by man.

They have more than adequate acceleration to take advantage of breaks in traffic. The brakes are superb. The handling qualities of these bikes are terrific.

I am not writing only about a cycle to go to work and back, run errands, and go for a ride on weekends.

I took a trip from L.A. to Crater Lake, Oregon, then to Wisconsin, then to Denver. And it was a ball.

JAMES A. HAWLEY
Bellflower, Cal.

IMITATION CYCLE NEWS

Since the beginning of this year I have been meaning to write you of my admiration for the Bengston and Barger issue. That was one of the most valuable and interesting motorcycle publications put out in this country since Cycle Action.

Just after the issue came out I was at a Suzuki shop in Burbank. The counter man and I talked briefly about the Barger article. He had been around bikes and racing for a long time. He said, "It's one of the best things they've ever done."

Anyway, welcome to the ranks of publishers of family newspapers.

April Fool was a good issue, too. The best part was the cover cartoon. Fully in the tradition of American motorcycle poster cartoons, it still managed to be the best and most far out I've seen.

The fink Rancho Mirage shop sometimes sells a fake British upstart imitation, which it fobs off on my girl Judy when she goes in for a copy of genuine Cycle News. You must put a stop to this.

DARRYL SKRABAK
Mt. Center, Calif.

COMMENT: It's a free country. We are often imitated, but never equalled.

MORE ELSINORE

They had this trophy presentation Friday night, and they gave me this trophy, and I thought to myself, "Self, you did pretty good, 'cause this sure is a nice trophy, yes siree!"

...I remember falling off once and the two guys who helped push and get me started. And falling off again, and the guy in the buggy who towed me to get me going. And then stalling once, and a guy in another buggy who towed me and got me going again. And then stalling at the bottom of this muddy hill, and this spectator, (who was clean even), who helped push again.....

This trophy still looks pretty good, (it's the first I've ever won), but there should be a lot more names on it than just mine.

This may be kind of late in coming... but, "thanks a lot fells."

JIM MEYER #206
The Invaders M.C.
Bellflower, Cal.

ROAR FROM A TIGER FAN

In the May 13, 1969 issue of your paper, the results section for cycle events, you have an error.

On the Ascot TT for May 3, 1969, you show Gene Romero as finishing second to last.

Gene didn't even ride that night. Besides, I am pretty sure the "Tiger" would have finished better than that.

MRS. JUANITA MURRAY
An ardent Fan of "Tiger" Romero

OOPS, EXCUSE ME

I would like to say that I appreciate the help and concern of the pit crew of some club that I did not notice at the time. You helped me get my bike started to finish the race.

I am sorry about hitting anyone with my bike at the Red Dot Run. I had no other choice but lay the bike into a slide, because the other rider I was trying to pass had cut me off rather abruptly. I sure hope no one was hurt badly.

Thank you once again.

TERRY GAGNON, #118
La Canada, Cal.

IN MEMORIAM

In memory of our son, Wayne Ragland we wish to express our gratitude to all the Red Dots and people for their deep concern and effort to locate our boy. We also wish to make this clear: There was no injury sustained. He fell off his bike in comple exhaustion in a hidden sand wash off the course and died of sunstroke. We especially extend our thanks to Mr. Clark and his two sons Terry and Mike and Mr. Wes Anderson and his son Wesley.

His greatest love was riding and working on his bike.

THE RAGLAND FAMILY

REGRETS

Our sincerest regrets to the Ragland Family.

THE RED DOTS M.C.

MINT 400 REBUTTAL

Did Cycle News actually have anyone in Las Vegas to cover the Mint 400? Chuck Clayton's account of the race is so far removed from reality that it appears to be based on third- or fourth-hand hearsay, not first-hand observation.

Major off-road events like the IDRA-sanctioned Mint 400 have provided desert motorcyclists with more prize money and more publicity than they've ever enjoyed before. The $1500 that Mike Patrick and Phil Bowers received for winning their class in the 400 is one of the largest cash awards any motorcycle team has ever been given in a desert race.

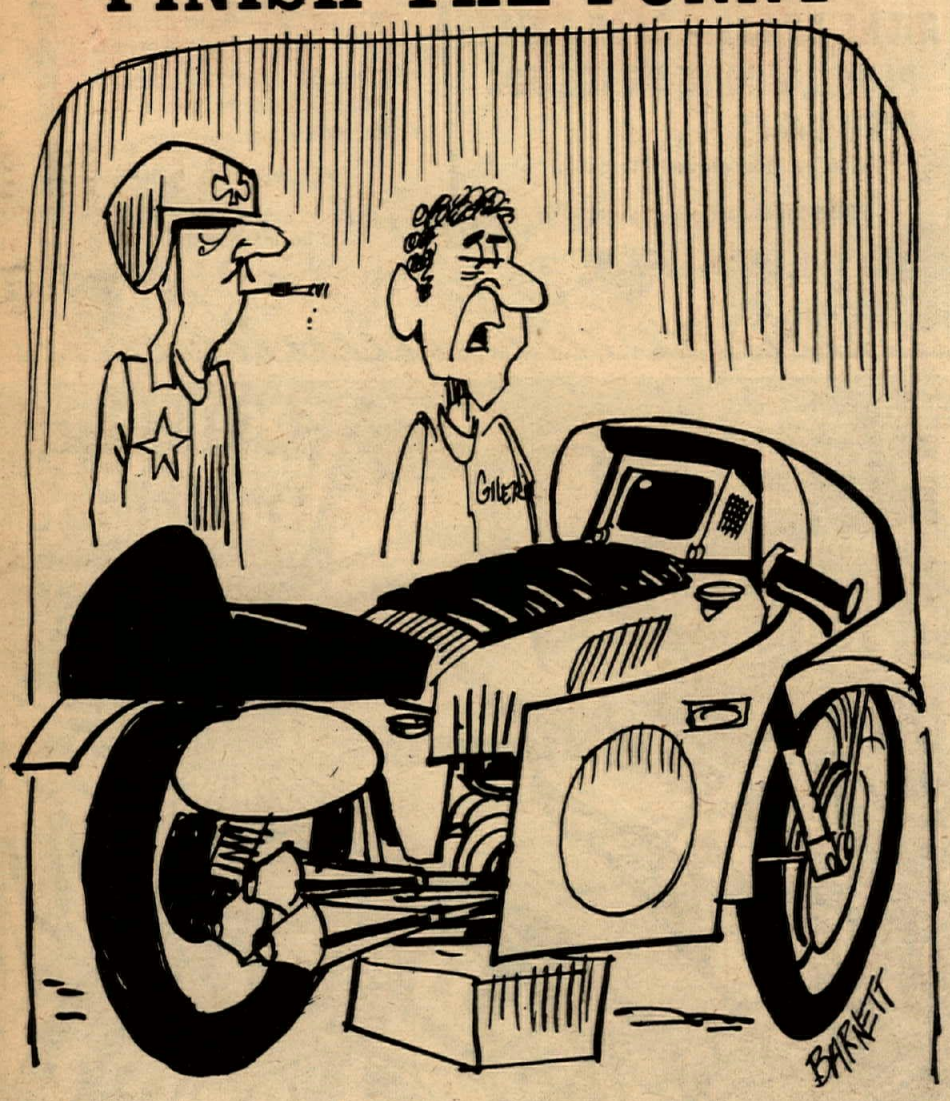
By the time all of the coverage of the Mint 400 has appeared, Patrick and Bowers will have become two of the country's best-known bike racers. And Yamaha will have gained a finer reputation than ever for ruggedness and durability, not just among motorcycle enthusiasts but throughout a sizeable segment of the general public that Cycle News and other motorcyling publications would never reach.

In his story on the Mint race, Clayton claims that the motorcyclists were the victims of some sort of last-minute switch that diverted most of the prize money to other classes.

That allegation is completely untrue. There were differences in the purses

(Continued on page 6)

"FINISH THE FUNNY"



". . . . . !"

What do you say to a guy who has a television receiver in his fairing? That is the question facing our inventive cartoonist Jerry Barnett (alias "the Scarlett Streak"). We know what WE always do when faced with such a dilemma... conduct another Finish the Funny Contest.

So how about it, funny minded readers? What is the man with his mouth open saying to "star rider?" Write your joke line under the cartoon in the space provided and send it post haste to Cycle News Finish The Funny Contest, Box 498, Long Beach, Calif. 90801. Deadline for postmarks is May 30, 1969. Oh yes, the prize for the finniest funnish... that is, the funniest finny...er, you know what we mean. THE FUNNIEST FINISH is $5 or a reasonable facsimile thereof. Send in your joke line today!

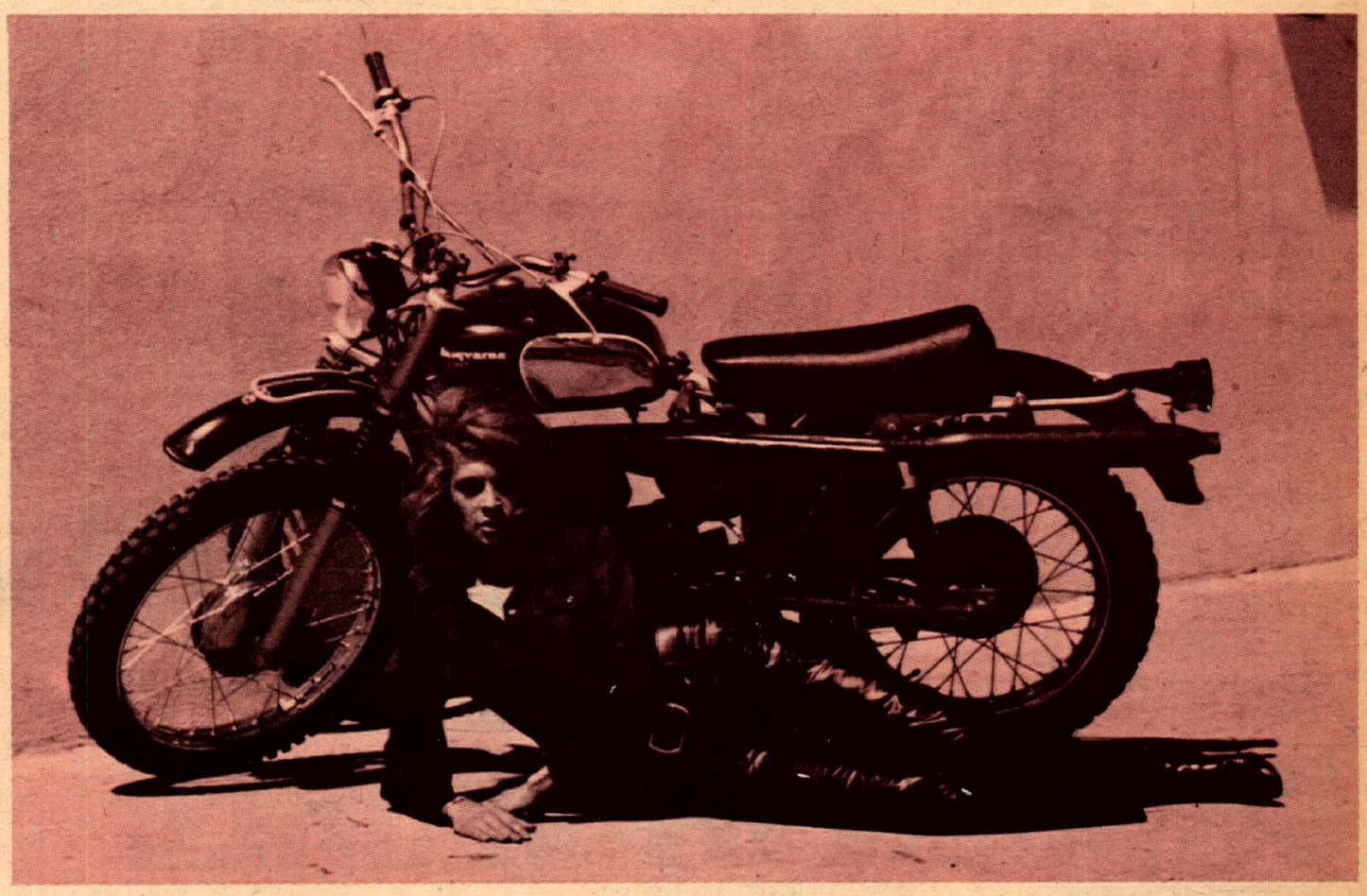
Husqvarna's

EUROPEAN INTERNATIONAL

6

DEPARTS
SEPT. 6, 1969

RETURN
SEPT. 26, 1969



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HUSKY WINS

CMC Golden State Series - 5/11/69
Carlsbad Raceway
500cc Senior Class
1st Lars Larsson - Husqvarna
500cc Junior Class (Div. II)
1st J. Kulek - Husqvarna
3rd R. Escamillo - Husqvarna
4th C. Nicholson - Husqvarna

European Scrambles - 4/27/69
Bakersfield, Calif.
1st Overall 126-250cc
Gary Conrad - Husqvarna
3rd Dennis Keefe - Husqvarna

Red Dots Hare Scrambles - 5/11/69
500cc Expert
1st James Martino - Husqvarna
500cc Novice
1st Marty Dahlquist - Husqvarna

ACA Motocross - 5/11/69
Bay Mare Ranch
500cc Senior Class
1st Ron Fry - Husqvarna
500cc Junior Class
1st Mike Chamberland - Husqvarna
2nd Dave Shead - Husqvarna

VOICES (continued)

offered in the five separate classes but these had been well publicized in the weeks before the race. The exact prize distribution was printed in bold face type on the entry blank, for example, where contestants could hardly have failed to notice it.

The reasons for the differences should be apparent to anyone familiar with off-road racing. The buggy and four-wheel drive classes always attract by far the largest number of entries. A team that defeats more than 90 other vehicles, as was true in the 400's buggy class, certainly deserves a greater reward than one competing in a category with only 10 or 15 other entries.

Clayton states that the first four-wheeled vehicle to finish earned $6,000. Again, he has not reported the truth. The Johnsons won $1500 for being first in class, the same as the amount Patrick and Bowers received, plus a special $1000 award for being the first four-wheeled rig or "cage", as Clayton prefers. Their total take was $3500 less than the figure cited in Cycle News.

The "cage-oriented" press has been extremely generous in its treatment of the motorcycle victory in the Mint 400, not petulant nor self-pitying like Clayton. In 4X4 and Dune Buggy News, for example, George Nicholson wrote, "In my opinion the really big effort was put on by the Iron Men of Racing, the motorcycle competitors."

Some Mint Hotel officials expressed reservations about including a motorcycle class (do to the small amount of entrants in the first Mint 400), but the IDRA insisted on it, and upon IDRA recommendation the Mint Hotel officials agreed to try again to get at least enough motorcycle entrants to break even; which they did not do in the first Mint 400 race. It was obvious that the bikes would be faster than anything else in this particular race, as there was very little night riding to be an equalizer between motorcycles and "cages". But the top desert riders have a degree of sportsmanship and competitiveness that adds immeasurably to any event they take part in.

Motorcycle racers are always sportsmen. Can the same be said of Chuck Clayton? His report on the Mint 400 contained totally false statements that he could've avoided by the simple, professional expedient of contacting either the Mint Hotel or the IDRA for correct information. It is to be sincerely hoped that he is gentlemen enough to do that the next time he cover a major IDRA event.

DONALD D. ARNETT
Founder of IDRA and Chairman of the Board of Directors

COMMENT: Editor Clayton's report was based on first-hand observation. There won't be a next time, unless IDRA guarantees the first overall winner the largest share of the purse, no matter what vehicle he uses.

Northwest Memorial TT Week-End

Professional racers will be converging on the Washington-Oregon area for the annual round of Memorial Day weekend TT race programs.

This year's fare will include three TT events in two days, coordinated to allow touring riders to compete at each.

The short kidney track of Graham Speedway near Tacoma, Wash., the fast downhill course of the Portland Sidewinders and the National TT course at Castle Rock, Wash. will present the racers with a complete weekend of racing and also provide some generous purses.

Headlining the weekend, the Tacoma Motorcycle Club will present their 35th Annual TT Classic at Graham Speedway (9 miles south of Puyallup, Wash.).

Long a popular event with riders and fans alike, it paid over $2400 in prizes to the 145 riders entered in the 1968 edition. Return of defending champion Skip Van Leeuwen will ensure another large crowd to bolster the percentage purse again this year. Last year's runner-up, Mark Williams of Cottage Grove, Ore., will be back to challenge Skip for the perpetual trophy his father won in 1954. Also on hand will be San Franciscan Paul Bostrum. Entries have been received from seven western states and Canada. Qualifying the novices at 10 a.m. on Friday (Memorial Day) will enable the program to finish in ample time to make the Sidewinder's Three Star TT near Portland, Ore. Friday night.

The Sidwinder's course in the town of Clackamas, a suburb of Portland is a hill side thriller. Long the mainstay of Portland area racing the fans will be flocking in to see Van Leeuwen do his thing. Skip was a three time winner here last year, but only after a ding-dong battle with track champion Gary Davis each time. Sidewinders is also an average track and a larger than minimum purse can be counted on.

Moving on to Saturday night the racers will attack the Castle Rock Fairground Track, home of the 30 lap TT National in Castle Rock, Wash. This facility, one of the finest on the west coast, is the favorite of the northwest racers, however the California stars seem to have their way on this high speed course. Many have bettered their chances in the July national by entering these early warm-up events.

Cotati Road Race

By Cliff Zaitz

COTATI, CAL., May 11 – The American Federation of Motorcyclists put on another spectacular showing at the Golden Gate Raceway (Cotati) last May 11. Though the track is not famous for its smoothness, quite a few riders showed up for the third race presented by the San Francisco Chapter.

Although it sounded like Chuck Oveland was having brak ng problems, he still managed to go ahead and win the 0-250cc senior event on a Bultaco. The thing that obviously pleased the spectators and thrilled the competitors was Jack Simmons on his big Norton. The style he was using must have made him think he was still on the dirt track because he would literally, especially on the tight turns, slide his rear tire around the corners. Perhaps more "regular" road racers should use this method. It's a bit hairy but look what it got Jack: second in the 500 Open GP and third overall in the production event. We all hope he can make it to more of the races given by the AFM. Though different, he's one of the best.

Art Baumann, with his new lime-green and white colors, had a good day trying to outrun Ron Grant on his Kawasaki 250, but Ron's Suzuki was a bit too fast for him. However, Art did manage to out distance him in the 350cc event on his Kawasaki. This time it was Ron taking second on a Yamaha.

The last event of the day was a real eye-pleaser. First place finishers of five races from 250cc – Open competed in what was called the "Mothers Day Special" or "Hooligan". The first three to finish received cash awards. Though there were only five machines competing, it was a very exciting race because of the fantastic speeds the riders were getting out of their mounts. Could this be because motorcycle racers would rather race for money rather than trophies and prizes?? I wonder.... The results of the Hooligan race were as follows: Ron Grant-Suzuki 500, Art Baumann-Kawasaki 350, Jack Simmons-Norton open, Tom Steele – Kawasaki 500, and Don Emde-Yamaha 250.

There were a lot of bikes and a lot of good riders and everybody hopes to see the same at the next S.F. Chapter AFM event this coming June 22nd at Vaca-Valley Raceway near Vacaville, Calif.

TRIALS OF BERGQUIST

Bultaco Western is sponsoring Larry Bergquist at the ISDT two day trials in New York this weekend. Larry will ride a 360cc Bultaco Montadero.

ACTOR RIP TORN VICTIM

Actor Rip Torn is in an ankle-to-hip cast as the result of a motorcycle accident. The mishap set filming of "Tropic of Cancer" back two days. Torn will play his scenes wearing the cast.

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2nd Robert–CZ
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	250cc	360cc
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Bore	70mm	80mm
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Compression Ratio	10.5:1	10.5:1
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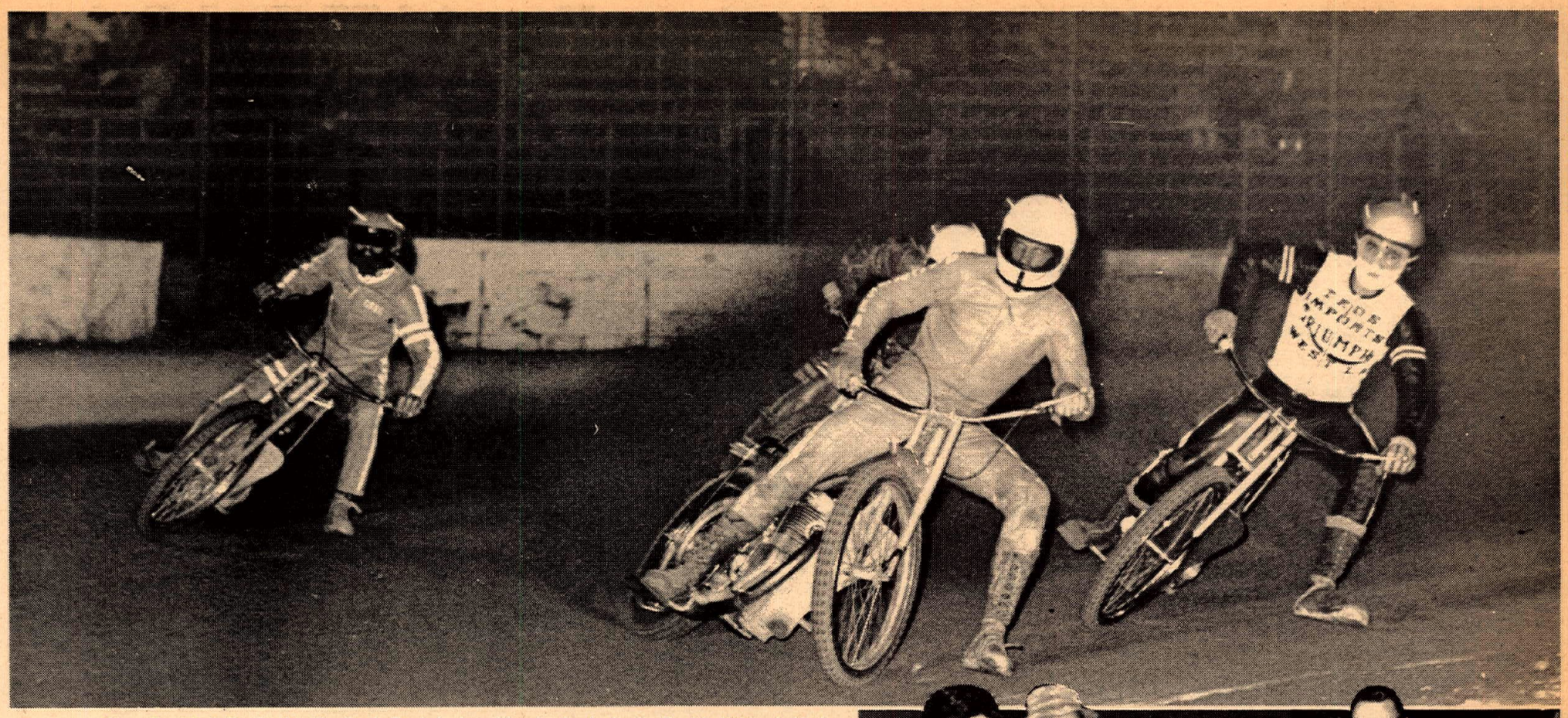

Steve Bast took the lead in the Konle-Bast rivalry with a trophy dash win. Bast is hidden behind Rick Woods (full coverage helmeted.)

Apollo Has Nothing On Speedway Orbiter

By Mike Capalite

PACOIMA, Cal., May 17- Speedway fans who made the treck to Whiteman Speedway were treated to the most action-packed night of full-power, dirt-spewing broadslides to date. Looking forward to the match race between Mike Konle and Steve Bast, the Bast fans were delighted when their man won his heat race handily and Konle finished second to Sonny Nutter in his heat. Then it was announced that Sonny had set a new track record of 56.05 while the time on Steve's heat was slower.

Ron Miller took the lead in heat 5 and as he crossed the line on the first lap, looking like a cinch win, he suddenly went hard and wide, hit the dirt bank like one of Evil Knievel's launching ramps flew into the air! For a minute it looked like he was going to beat the Apollo 10 into orbit. He landed on the wheels, took a nasty spill, but was uninjured as he picked himself up and waved to the crowd.

Nutter had to drop out with engine trouble while leading his semi, which left the battle between Jack O'Brien and Sammy Tanner. Although Sammy had dropped back to 4th behind Lonnie Arnold, he was able to move up on him to take second behind Jack.

The second semi showed what Rick Woods can do if he really has to. His riding was fabulous as he pick his way through the pack from last place. Mike Konle, holding the lead all the time, was not about to relenquish it without a fight, and fight it was for two full laps, side by side and hooking handlebars in each corner. Rick made the last big effort in a charge for the finish line and took the win by a length.

Show' im, Sam!

Mike Konle and Dash winner Steve Bast had the match race that they challenged each other to the week before. It was a running start. As they accelerated out of the corner, Steve pulled ahead about two lenths just as the flag was dropped, and although he had definiately jumped the flag, the starter could not see it from his angle, so the race was allowed to run. Try as he could Mike could not make up that difference of a couple of lengths.

After the race Sammy Tanner told Steve that it was easy to stay ahead of someone if you cheat them a couple of lengths off the line, whereby Steve told Sam that he would run against him and give him the same lead and still beat him and Sam accepted the challenge, so it looks like there will be another match race next week between Steve Bast and Sammy Tanner!

The C Main looked like it was going to be Bill Todd's until a boble let Stu Morley and Homer Knapp slip under him after Lonnie Arnold, who was leading, ran off the edge of the track and just amout emulated Ron Miller's leap, but instead he lit it go outside the crash wall, no doubt thinking of what happened to Ron. Morley was able to hold back the bid by Homer Knapp to take the win.

Norm Elledge grabbed the lead in the B Main and was looking good as Mike Konle moved up to do battle with him and as Mike pushed harder ahd harder Norm gave a little ground and Konle took over only to go wide with Norm on the next corner where Larry Heinselman grabbed the opportunity to move into first. Sammy "The Flying Flea" Tanner was right behind Larry and tried to move up with him, but his machine wasn't running up to snuff and Norm and Mike pulled ahead.

The A Main again lived up to expectations as Gred Haserot took the lead with Bast and Woods side-by-side trying to catch him and Jack O'Brien right on their rear wheels. Greg looked good, but with Steve and Rick breathing down his neck, it rattled him a little and he tried to accelerate out of a corner to soon, had to drift out to save it and Rick and Steve took him, still side by side.

Greg saved it soon enough to pull back in front of O'Brien, but now there was no catching Rick and Steve as they pulled away and went through the corners in beautiful control. It looked like a fight to the finish again when suddenly Woods slowed down and then pulled in his clutch and raised his hand as his engine had seized and he retired to the pits leaving Steve an easy win.

One of the Saturday night events that started out as an amusement during the intermission has grown to gigantic proportions: the bicycle wheelie contest. It started a few weeks ago with four or five youngsters on bicycles going for a five dollar bill for the one who could do the longest wheelie. The next week there were about ten of them so first place got ten dollars with sive for second. This Saturday, there were over twenty-five bicyclists dicing on the rear wheel for a twenty dollar bill when an announcement was made over the loudspeaker that there would be a $250.00 cash price to first lad to ride completely around the asphalt track at Whiteman.

Try as they could, none of the boys present were able to do it, but according to promoter Dude Criswell, the offer will stand all season until it is won. So all you neighborhood wheelie champs 12 years of age or younger, here is your chance to lose your Amateur standing and pick up a nice piece of change. Just bring Mom or Pop and your bicycle out to Whiteman Stadium next Saturday night before 8:15.

(Results on page 26)

Bast gets his just deserts for the trophy dash win as his uncle and father look on.

Above: New speedway record holder Sonny Nutter sets up for turn one. Below: Norm Ellidge, left, and Greg Haserot hide a third rider in this duel.

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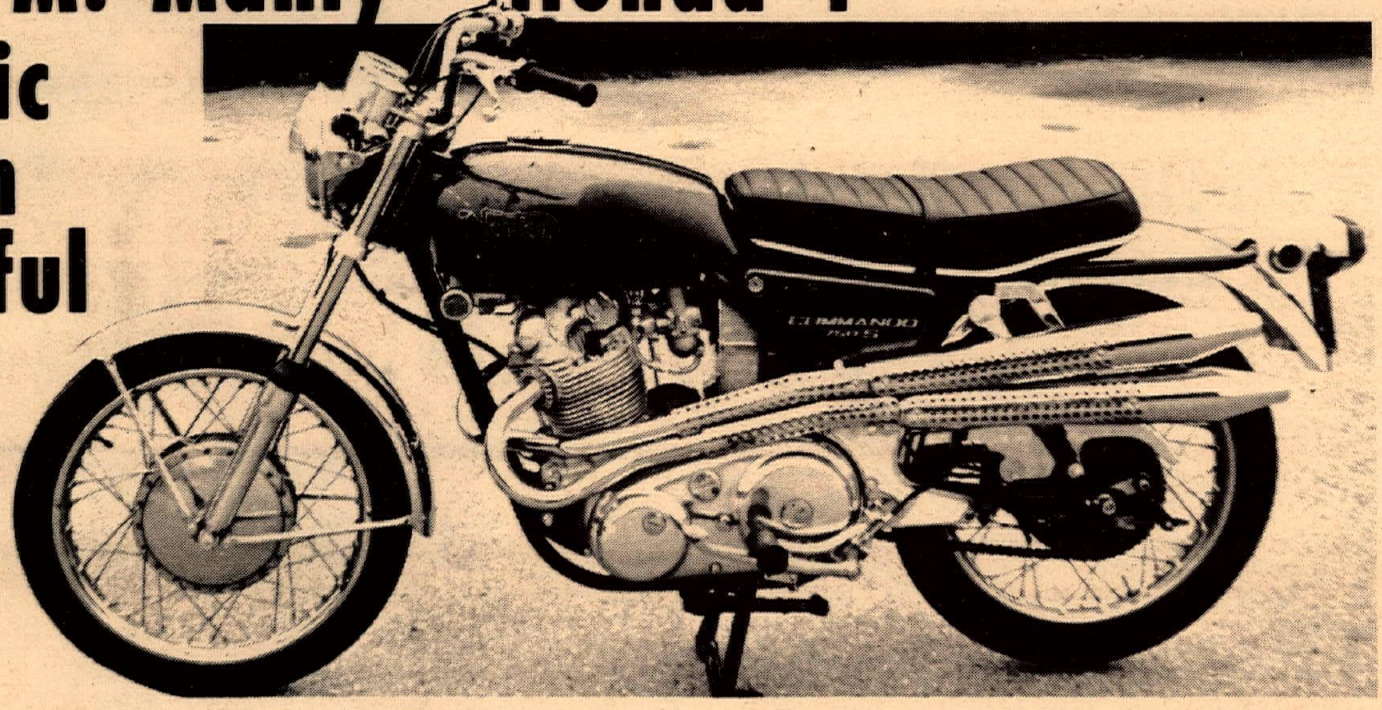

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Larsson Big Winner At Dehesa Moto-X

By Bill Harmer

DEHESA, CAL., May 18 – Riding a Husqvarna in each class, Lars Larson swept the Open and 250cc expert motocross races here today. Although he turned in a masterful riding performance, he was pressed continuously by Husky mounted Gene Fetty and Scott King who finished 2nd and third behind him in the Open Expert class. Billy Silverthorn, who calls San Diego home and rides a Husqvarna out of Lemon Grove Honda Co. was doing beautifully until he took a spill and allowed Larson to capture the 250cc class also.

Jeff Willis on a spirited American Eagle out of Floyd Emde's looked impressive and was credited with third place in class in the official results, although this reporter was of the opinion that he finished higher when Silverthorn dropped his scooter in the second moto. Stan Peterson riding another Husqvarna was never out of contention while finishing fourth.

Aboard a Don Vesco prepared Sachs, Ray Vanderpool outpointed Larson to win the 125cc class. Sachs mounted Mike Runyard and Bultaco pilot Steve Ellsworth put on a good battle for third place with Mike having a slight advantage in the final points.

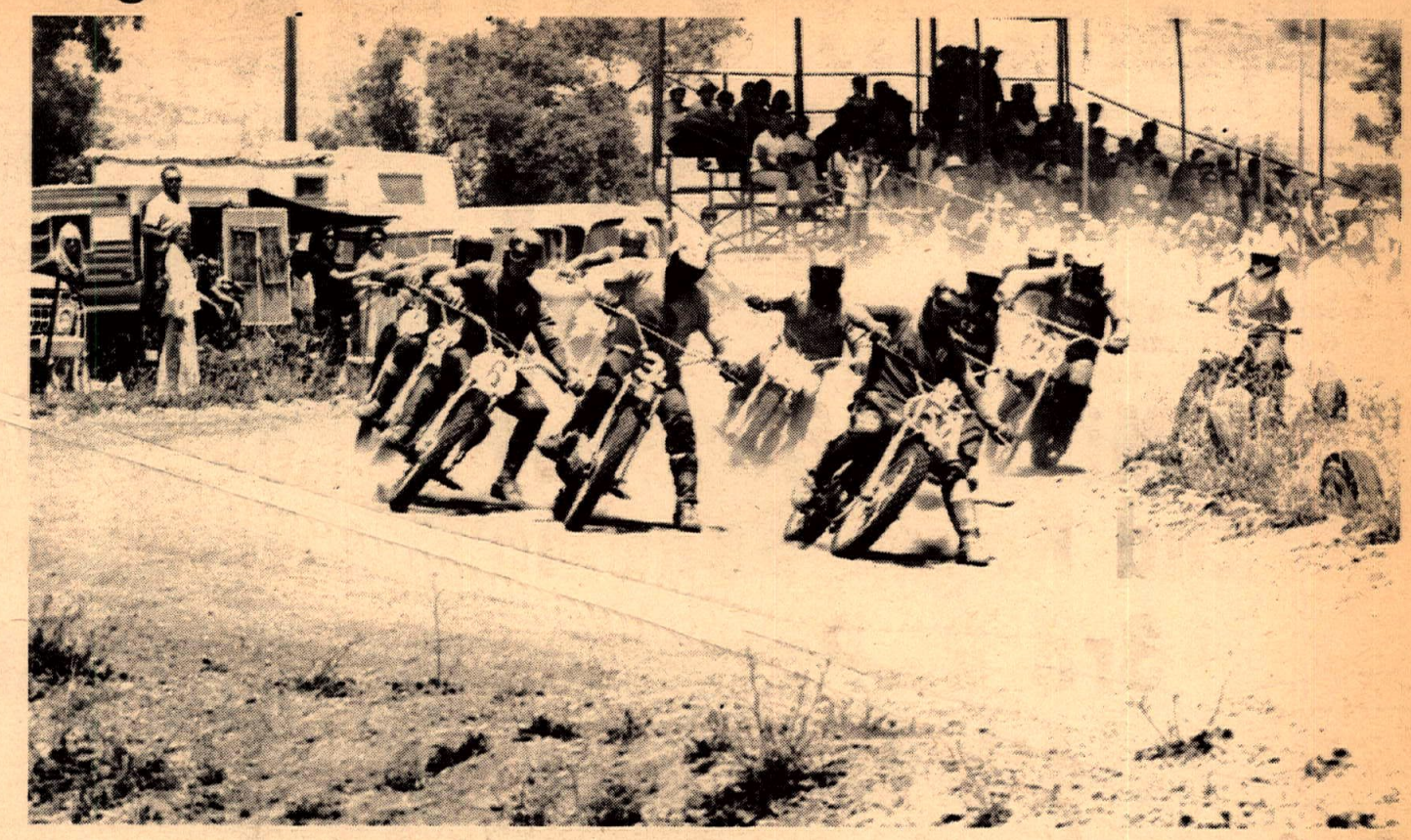
The power puff class, run in conjunction with the 100cc experts, saw Yamaha mounted Marsha Metz win all three motos. Hodaka pilot Marsha Whitten outpointed Carol Gooding, also on a Hodaka, to capture the second spot. Alicia Gualda looked good as she rode her Hodaka to 4th position.

With the conclusion of the Experts races the track was opened for novice practice and about 3:15 the Novice program was started. The field of entries was so large that it was necessary to create two divisions in all but the open class. An attempt was made to start the 28 starters of the 125 novices but it resulted in a mass pileup on the first turn and they had to divide the riders.

One of the best looking novices was Gary Johnson riding a Husqvarna. It appeared that he would be a sure winner until he dropped out with mechanical difficulty in the final moto, but still had enough points to win third in division "B" of the 250cc Novices.

The long program lasted until almost sundown but the 188 riders and the estimated 1500 fans clung on to the bitter end. The Hi-Boots M.C. president was deeply apologetic because they had to cancel the announced Class "C" part of their program but it was a case of too much red tape to receive the AMA sanction in time for the race and it had to be abandoned. It is hoped that they can schedule an AMA sanctioned Moto-X Class "C" meet on next year's calendar.

(Results on page 26)



Bill (11) Silverthorn and Ray (7) Vanderpool leave the ground like twins. Vanderpool won the 125cc class.

Above: Lars Larson started the final 250 Experts Moto in first place and that's where he ended up. 31 is Jeff Willis and #6 is Bill Silverthorn.

Jeff Willis looked impressive in a third place finish on his American Eagle.

Arkansas Drags

By Dan Zeman

STUTTGART, ARKANSAS May 18 – The mid south all motorcycle drag meet took place Sunday at Stuttgart Air Base near Littlerock, Arkansas. This turned out to be one of the largest and best organized drag events ever held. Bikes from all over the U.S. showed up with riders like Leo Payne, Joe Smith, Boris Murray, Marv Jorgenson, Dave Campos, and many, many more with total bike entries pushing past the 200 mark.

Dave Campos took the top Fuel and Low E.T. gold. Dave (all the way from Alb, N.M.) turned a 9.35 E.T. and his mph was 161. That is nothing to sneeze at. Dave is quite proud of this. In the many years of drag racing this is the fastest and quickest Dave's H-D has ever gone. Dave won well over $700.00. Danny Johnson of Washington D.C. took runner up. Danny was also H-D mounted.

Dennis Miller took Top Gas. Dennis is from Prospect, Ill. and was riding a H-D. Marv Jorgenson took runner up also on a H-D.

Jr. Eliminator was won by Bob Thomas of San Antonio on a H-D.

Frank Russell took Top Modified on a Yamaha.

The many California boys at the event didn't have luck on their side. Joe Smith blew his engine during practice as did Jeff Gough. Gordon Kateley stayed in the first three rounds before he was shut down. Gordon is running a Gommi injector system and it worked quite well. Boris Murray developed a few bugs and he also lost out. Maybe they can get some of their luck back by July 4th for the Lions meet.

LIONS DRAG STRIP May 18 – Ken Kotalac took Top Fuel money on his fuel injected Vincent. Ken bogged off the line but managed to get cleaned out in time to finish ahead of Bailey's twin engine Norton.

Top Gas was won by Tim Mark. Tim has made quite a few runs in the tens lately so it makes him a pretty tough customer when it comes time for the Top Gas runoffs.

Inglewood H-D took over the Modified division again. This makes it three in a row. They gave their winnings to the July 4th meet again.

Joy and Art Houston were both entered in 'C' Modified. Joy on her trustworthy 40 incher and Art on his new Trident Three. Joy took the class so you know who wears the pants in that family!

Dirk Luijt took Top Street. This makes it two wins in a row for Dirk and his Kawasaki just about rules the Street division now.

We are past the $1400.00 mark now on the 4th of July meet. The latest donors were Suzuki City $20.00, Motorcycle Enterprises $25.00, H-D of Inglewood another $10.00 and a person who "doesn't want his wife to know," $10.00.

Temple City Kawasaki gave $50.00 towards 'D' Street. Bob Nelson, president of the Temple City shop, said he hopes to see lots of action in this class and will have his good old demonstrator 500 on the scene. Bob doesn't think there are many Mach threes as quick as his and he would like to see somebody beat him. All you guys that run in this class be sure to be at Lions July 4th and show Bob he is wrong.

(Results on page 23)

Fontana MotoX

FONTANA, CAL. May 17 – The CMC is currently the hottest operation in motocross. If you find it a little hard to believe motocross racing at night, come on out and see for yourself.

Competition was hot Saturday night, all classes put on a good show for the many spectators. There were a few crashes, but nobody burned. The jumps were something else! A few of the riders fairly sailed through the air wondering whether or not the bottom was there.

The 125cc Junior class had so many entries it had to be divided into two division with 13 riders in one and 14 in the other. J. Rubcic (Penton) came across the line for first in the first two motos with R. Foshay (Sachs) taking over in the last moto. C. Lund (Sachs) came away with third spot after a DNF in the first moto.

In the second division C. Dazy (Sachs) took home the gold in this one, winning the first, tak ng fourth in the second moto and second in the third moto. J. Choner (Yamaha) was hot in all three motos but couldn't show any more than a second spot finish, taking a fourth in the first race, third in the second and coming on strong in the third race winning it all the way. Third was W. Garrett (Yamaha).

Hot competition kept the evening chills away in the 250 expert clash. Tim Hart was the leader in all three events but not without persistent pushing from Jim Wilson (Greeves) always looking like a winner. John Maynard brought his two American Jawa-sponsored CZ's out but had troubles with both machines. After tak ng second in the first moto of the 250 Senior he loaded it up and that was that.

The 250 Junior division showed twenty men on the course with G. Spellman (Ossa) taking first spot, R. Petersen (Yamaha) second and C. Lune (CZ) moving over for third. A few spills on the first tight turn slowed things down a bit but everyone was up and at 'em sooner or later.

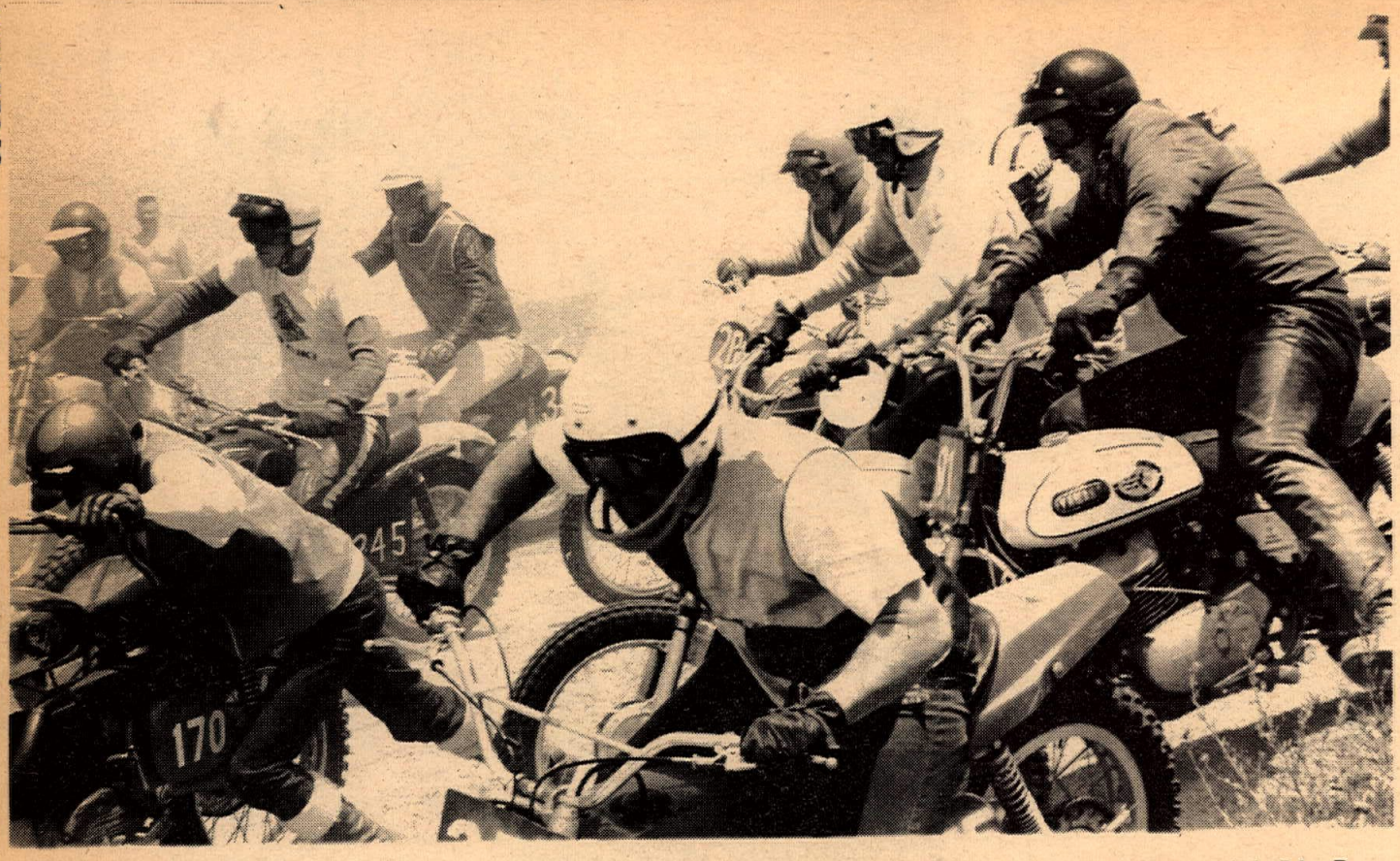
S. Thomas (Bultaco), A. Drake (Maico) and N. Gula (CZ) finished in that order for the honors in the 500 junior division. This is the race that Tom Rapp led in all three motos on his 125cc Bultaco. Since he didn't have anyone to ride against in the 125cc expert class he was "just playing around".

The 500cc Expert class was full of spills and hot pursuit. Jim Wilson (Gre) and Tim Hart (Montesa) had a good game going in all three events with Wilson winning the first and third moto and Hart the second. Gary Jones (BSA) was close to both of them in all three races landing him a well-deserved third place.

In future, if you want to try night racing, try something different. The course at Fontana is rough to say the least, but it's fun and there is plenty of competition in all classes. Spectators have a good view of the course and the lighting is adequate. It may be scary, but come on, put a little excitement in your Saturday nights.

(Results on page 23)

STUMPJUMPERS GRAND PRIX



STUMPJUMPERS GRAND PRIX
Saddleback Park
May 18, 1969
By Maureen Lee
UNOFFICIAL

100cc Novice	
Steve Fortner	Hod
Lowell Easley	Sac
Danne Dewitt	Yam
Ken Warner	Sac
Joe Ambrose	Suz
POWER PUFF	
Patty Domay	Hod
Mary Brooks	Hod
Sharon Wilson	Hod
Kathy Tuesdale	Bul
Coleen Jacklett	Hod
100cc AM.-EX.	
Terry Clark	Hod
Jeff Wright	Hod
Claus Nilson	Pen
Mark Rader	Hod
Jack Morgan	Hod
SIDEHACKS	
Burns/Burns	Bul
Mater/Mater	Gre
LeBlanc/Soteros	Bul
0-200cc COMBINED	
John Rice	Sac
Tom Rapp	Bul
Tim O'Neal	Bul
Bruce Baron	Sac
Jim Dawson	Yam
250cc NOVICE	
Bruce Baron	C-Z
Bill Spann	Mon
Tom Harrington	Bul
Shelby Kline	Hus
250cc AM.-EX.	
Al Baker	Yam
John Maynard	C-Z
Bill Friant	Hus
Steve Bast	Hus
Dick Camp	Bul
350-500cc NOV.	
Roger Flaming	Mai
M. Chamberlain	Hus
Don Hill	Hus
Phil Mailloux	Hus
Frank Russo	Hus
500cc AM.-EX.	
Chuck Minter	BSA
John Maynard	C-Z
Wayne Peterson	BSA
Mike Feeney	Gre
Tom Martin	Mai
OPEN COMBINED	
Jess Goldberg	Tri
#122	Tri
Terry Bilton	Tri
Paul Adams	Tri

By Maureen Lee

SADDLEBACK PARK, May 18, 1969. It was another Grand Prix, paying points in desert, scrambles and motocross divisions. The circuit was a long one, using quite a lot of fire roads and developed some super-fast stretches that were hard on riders who had geared for more of a motocross course. The actual distance around was 5.2 miles and the forty-five minutes alloted each class gave riders about four or five laps depending on how fast they were. Chuck Minert turned in the fastest times around as he blew off the rest of the 500 class and it was neat to listen to the boom of his BSA.

John Maynard (C-Z) was the man to watch, though. The fire went out on lap one the whole herd passed by but John got 'er going again and gave chase. By the checkered flag by sheer effort and hard riding, he'd worked his way up to second over-all, no small feat on a course such as that. He was followed in by Wayne Peterson on a Beezer and Greeves-mounted Mick Feeney, who had really been going all out to stay ahead of Tom Martin's Maico.

Mike Rendich built up a commendable lead in the 100cc Novice class, but was disqualified for signing up as a novice when he is an amateur. In Grands Prix you must sign up under your highest classification, so if you're a scrambles novice but a desert amateur, you must sign up amateur even if you wish scrambles points. This gave Steve Fortner (Hodaka) the win, and a well-deserved win it was too with low-flying Lowell Easley (Sachs) behind him followed by a Yamaha with Dan Dewitt aboard.

Terry Clark (Hodaka) was able to hold off Jeff Wright (Hodaka) who could have moved into the lead in trail bike standings as Jack Morgan ended fifth. In third place was Claus Nilson (Penton). Another Hodaka ridden by Mark Rader ended fourth.

John Rice (Sachs) who got one heck of a start, stuck the engine but came back in the 200 class to do 'em in. The little bike really flew, followed by three Bultacos and a Yamaha. Tom Rapp took second and Tim O'Neal third. Bruce Baron in fourth ended first Novice. After this performance, Rice then went out and rode the 500 and the Open classes. He led the Open and got second in the 500, excellent performances for both John and the Sachs, but it disqualified him for the day, cost him about 100 points toward retaining that number one plate and could result in more stringent action by the Competition Committee, for riding more than one class.

Al Baker (Yamaha) was the guy to beat in the 250 Amateur-Expert go but no one was fast enough to come within shooting distance of the flying Checker, although John Maynard (C-Z) and Bill Friant (Husky) tried, followed up by Steve Bast (Husky) and Competition Committeeman Dick Camp on a Bul.

The Powder Puff class had their go first race out, sharing the track with the Sidehacks (all three of 'em) and Patty Domay (Hodaka) did her thing, which is winning Grands Prix with a real lead over Mary Brooks and Sharon Wilson. Lynn Wilson (Sachs) got a good start but her fire went out five times and two of the other girls almost nailed a slower hack on the far side of the course.

The Bultaco of Burns and Burns won, followed by the Greeves of Mater and Mater. LeBlanc and Soteros went off the track and more excitement was provided for the hacks when they found a small pickup blocking the course. This "Tourist" was removed in a hurry and the race continued!

The gals went two laps, not enough for some of the more experienced riders and the finishers were all happy. Asked what they thought of the course brought mixed emotions, said Coleen Jacklett of the Endoes, "Awful!" said the Victors' Lynn Wilson, "Beautiful!"

You couldn't believe the poor turn-out in the Open. All classifications ran together and from the looks of things, half of them didn't survive the first lap. Jess

Goldberg did, and from just the way he came around first time through, you knew that he was going to be the winner on his Triumph.

Most of the riders enjoyed the course, although it was way too fast for some and they won't be back. "Like a road race," and "There was no challenge." Well, a course doesn't suit everyone, and a Grand Prix is always meant to be different than anything else.

The Stumpjumpers did an excellent job, especially in the scoring and records-keeping department but because they ran ahead of schedule, a couple of guys missed their race, showing up on the line at the time given them on their entry acceptances.

More than one rider almost had an accident because trailers wandered out on the course and that ain't funny when you cross up and slide a turn and find a "tourist" coming at you, happily putter-ing along on a trail bike. Ask John R. He stopped and made the guy get off the course, and this wasn't the only incident. We ran three off who were toing the wrong way while a race was in progress! These tourists even removed haybales so they could ride wherever they pleased. We realize the trail riders are what keeps the Park going, but we'll stick up for the racers rights every time when the Park is hosting a race!

Desert Hounds At Saddleback

By Dick Wright

SADDLEBACK PARK, Cal., May 18, 1969 – Saddleback Park and the Stumpjumpers combined to put on a successful Grand Prix Motocross Sunday.

It was the best duel the riders have had for many a moon in the Grand Prix set up. The entry price was fair, (not the $10 charged by others) and the course was rough but wide. There was plenty of room to bail out if necessary.

The 250 and 100cc novice classes had only about sixty riders each, which is plenty in any first turn and no one got torn up. This was unlike the more than 240 riders bunching into a tight fifteen foot muddy turn in the previous G.P. where two guys were hurt ten feet off the line.

The course was about five miles around and had all types of off camber hills. One hill was fifty feet long and made an off camber left turn between or around two trees. There also was a twisting two mile long fire road like in the old Catalina race. The start was like an uphill fottball field, fifty yards wide and a hundred yards long. It made a left turn onto a fire road which twisted down hill and onto the main course.

The Stumpjumpers are an experienced competition club and rode over the course Saturday afternoon and made a few changes in the interest of safety. Where possible they separated the classes at the starting line to cut down the traffic in the first turn and in the 100cc amateur-expert class the experts were flagged off first and the amateurs were given the green light ten seconds later.

In this race John Rice on his Penton took over the lead in the third turn from Jeff Wright, SS Hodaka. Rice blew the rings on his bike and Gene Cannady took over the lead. His machine broke and desert ace Terry Clark took over the lead and stayed out front for the win, Wright finishing second.

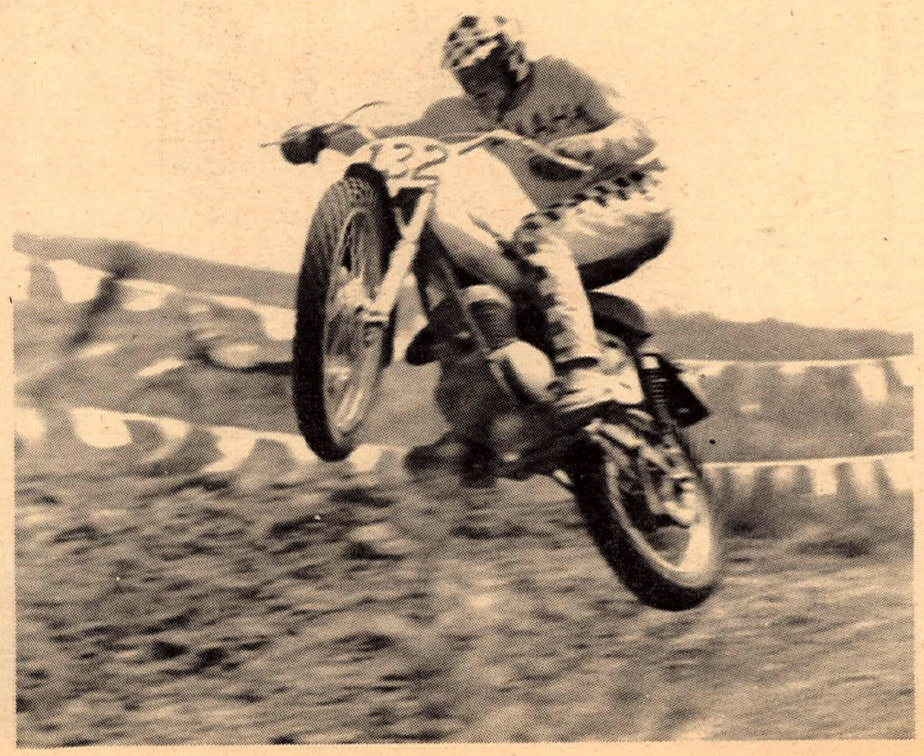
Rice took the next race, the 125cc event, on a Sachs over Tom Rapp's Bultaco.

Al Baker put on a good show on his Yamaha to take the 250cc Amateur-Expert race and John Maynard was second on a CZ.

"Feets" Mintert did the thing he has been doing for fifteen years; that is he won the 500cc race with feet-up class on a BSA single. John Maynard came from dead last in the first lap to take second.

We were not able to catch all the action, but it was a good day of racing. The entire program was two hours behind schedule because tickets and change didn't arrive on time.

The ambulance never moved which shows, among other things, the course was well laid out.



Vegas TT Pictorial

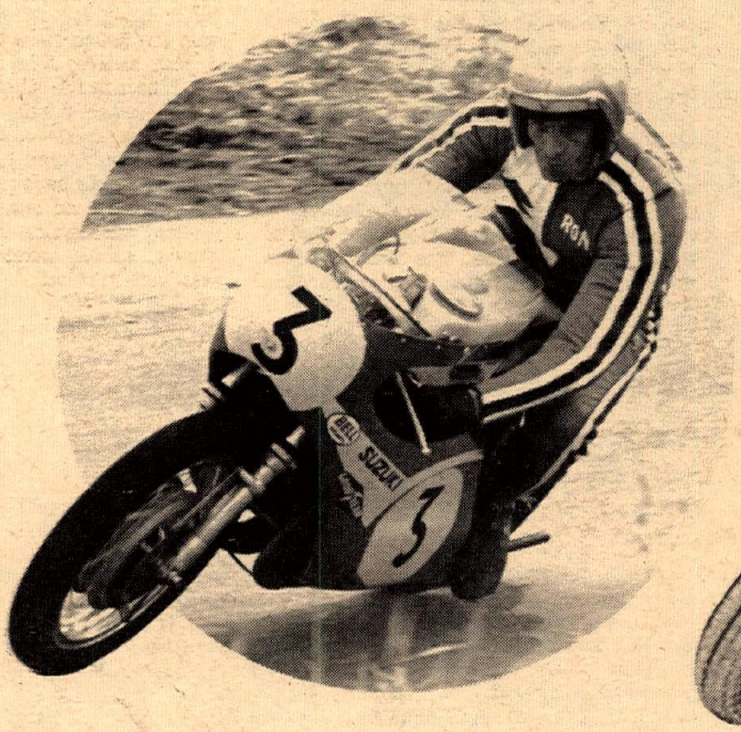
By John Cook

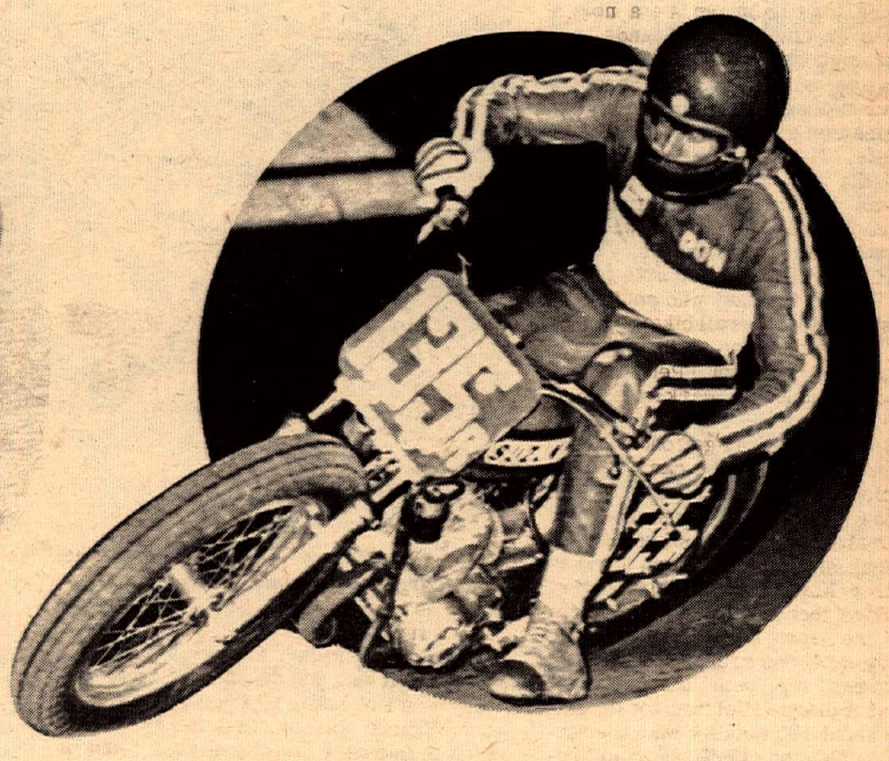
125 NOVICE	
Steve Steevers	Bri
John Slagle	Hod
Mike McCroskey	Hod
Kenny Axe	Yam
125 AMATEUR & EXPERT	
Tim Kaiser	Bul
Gary Wells	Bri
Larry Beauford (Am.)	Hon
Duran Saaredra (Am.)	Pen
250NOVICE	
Elmer Myers	Yam
Jerry Cornwell	Bul
Mike Hughes	Gre
Larry Shappie	Yam
250 AMATEUR & EXPERT	
Robert Tooley	Oss
Billy Williams	Bul
Dennis Benson (Am.)	Yam
Grant Kaiser	Mon
500 CLASS	
Dan Harnett	Bul
Chuck Hatcher	Tri
Jay Willey	BSA
Bobby Williams (Nov.)	BSA
Billy Williams	BSA

Tim Kaiser left, riding a Bultaco 125cc passes Gary Wells on Bridgestone, during first heat of a mixed class race. Both made a fine show for the day, finishing 1st and 2nd in class.

Robert Tooley on a fast, fast Ossa slides to a photo finish, passing Dennis Benson on a Yamaha. Tooley took top honors for the day in 250 amateur, expert class.

SUZUKI MAKES IT 3 IN A ROW





250 Senior G.P. – 5/11/69 – Ron Grant, Suzuki X6R Hustler
Heavyweight Senior G.P. – 5/11/69 – Ron Grant, Suzuki 500/5
That makes 3 in a row – Cotati Raceway

Novice Main Event – 5/9/69 – Don Emde, Suzuki X6R Hustler
That makes 3 in a row – 5 for the season at Ascot

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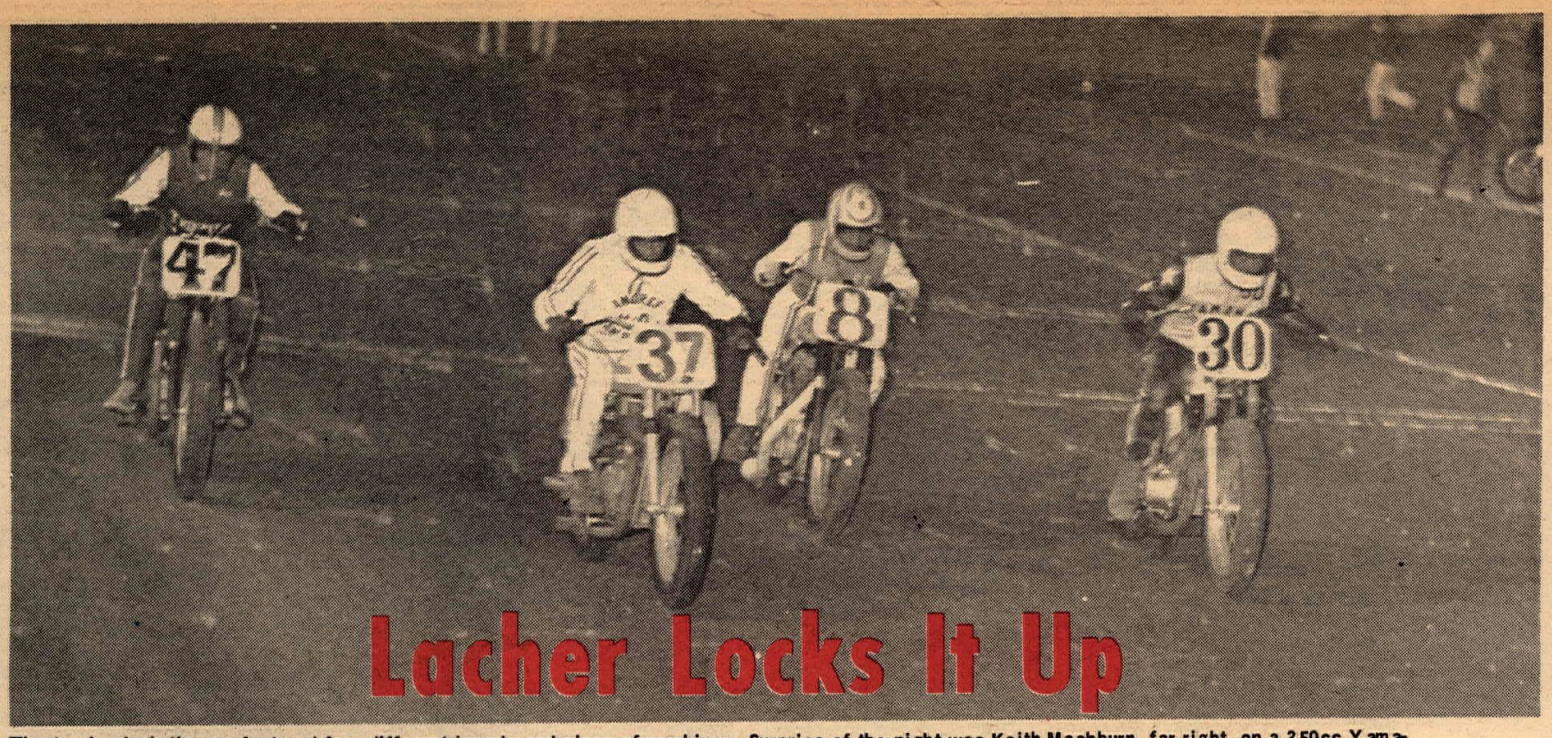


Lacher Locks It Up

The trophy dash line-up featured four different brands and sizes of machines. Surprise of the night was Keith Mashburn, far right, on a 350cc Yamaha. Keith turned the quickest overall time of the evening: a whistling 23:11. Mel Lacher, 37, grabbed the lead and held it all the way.

By Carol Sims
Photos By Dennis Greene

GARDENA, Cal., May 16-Mel Lacher, world's fastest chemistry student, concocted a formula of speed, skill and determination that paid off with another clean sweep at Ascot Friday night. The Harley-mounted pride of San Diego State College powered to victory in his heat race, the Trophy Dash and the 15-lap Main Event.

But there were plenty of upsets and surprises along the way - beginning with time trials. Amateur Keith Mashburn startled the troops by whistling to quickest overall time of the evening - 23.11-aboard Dennis Mahan's 350cc Yamaha, smallest displacement machine now competing in either the Expert or Amateur ranks.

Then, in the first of two Expert heats, second-fastest qualifier ShortySeabourne (500cc BSA) was turned back by unranked Carl Patrick (650cc Triumph), who went wire-to-wire in scoring his initial white-plate win on the Ascot half-mile...a beautiful job, too.

Lacher didn't have an easy time of it in his heat race, either. Ron Kruseman (650cc Triumph) grabbed the lead off the line and not until the third lap did Mel manage to overtake his eager opponent.

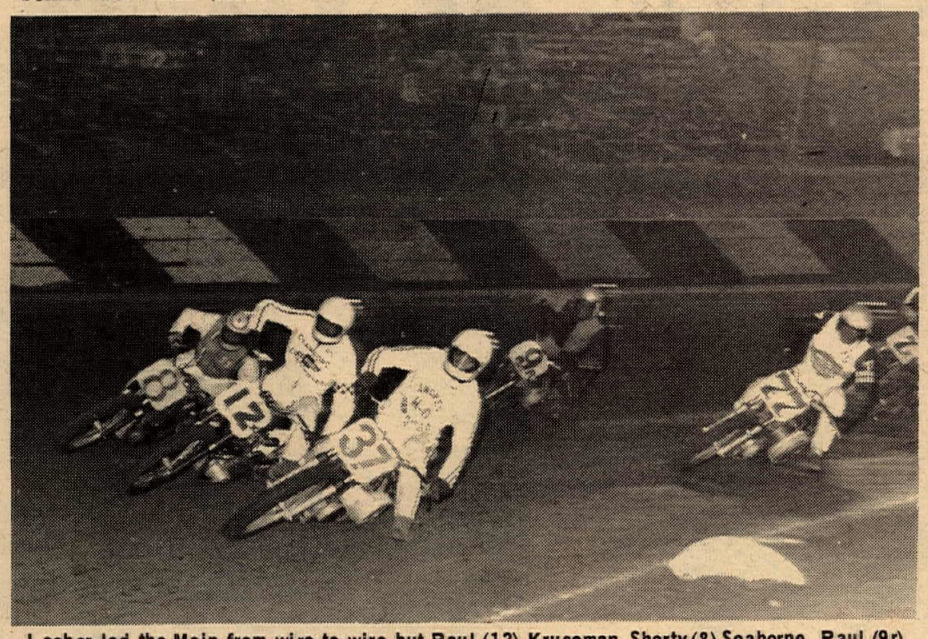
Like last week, Amateur and Expert semis were run (first 3 Amateurs and first 4 Experts going directly to the Mains from their heats; first 2 semi finishers filling out the respective fields), and this change in the program will continue for the rest of the season.

After qualifying third fastest, PatGosch (650cc Triumph) worked his way past Geezer Emick (500cc BSA) and then Chris Hansen (H-D) to take the Expert semi in heads-up fashion. Hansen grabbed the final transfer spot to the main.

Yamaha Makes The Dash

Trophy Dash time found four different makes and four different sizes of machines on the line: Mashburn's 350cc, Seabourne's 500cc, Lacher's 750cc and Gosch's 650cc. Off they spun, and Lacher led all the way, with Gosch challenging strongly. Mashburn was right in there for third and Shorty had to settle for fourth. Mel picked up the loot, the Cycle News trophy and a kiss from pretty dancer Linda Marr for his efforts.

Though Lacher led the Main from flag to flag, the rest of the field supplied some of the closest and most exciting racing seen so far this year. Kruseman was second for two laps, then Seabourne got by and clung tenaciously to runnerup spot. Fourth place as alternately held by Jim Odom (H-D), Paul Conserriere (H-D) Lloyd Houchins (BSA) and Gosch, who mailed down the position on the final turn after storming through the seething pack from last place.



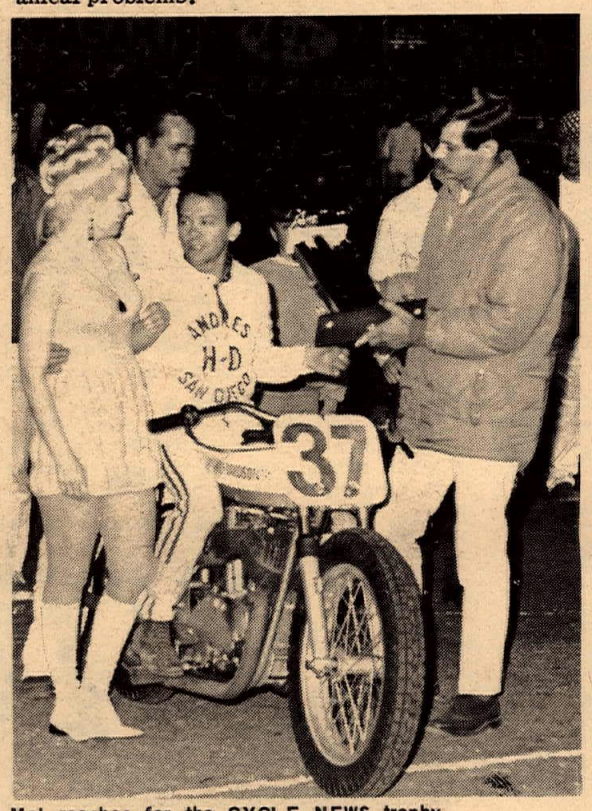
Lacher led the Main from wire-to-wire but Paul (12) Kruseman, Shorty (8) Seaborne, Paul (9r) Conserriere and Jimmy (77) Odom fought and traded back and forth for the runner up spots.

Point leader Sammy Tanner (Royal Enfield), victorious three times this year got a bad start, was boxed in by traffic and could never overcome his early-lap hadicaps. Conserriere took 5th, Houchins 6th, Tanner 7th, Odom 8th and Patrick 9th. Hansen unloaded without injury on lap 6 while running next to last.

Velvet Velo

The Amateur Main was eagerly anticipated. Although top contenders Dave Aldana and Don Castro are cleaning up on the National circuit back east, point leader Terry Donaher and his velvety-smooth 500cc Velo have beaten them both at Ascot. But now he had Mashburn to contend with, and though each man had won his heat, Keith's was the quickest.

Unfortunately, the expected battle did not materialize. Into the first turn Mashburn led, followd by Don Dukek (Triumph) and Donaher. Then Terry really set sail, passed them both in the next corner, and was leading at the end of one lap...with Keith right on his tail. Suddenly, after two laps, Mashburn's machine faltered, slowed, and pulled in to the pits with mechanical problems.



Mel reaches for the CYCLE NEWS trophy from Eric Raits, assistant editor, but his eye is on trophy girl Linda Marr.

From then on it was all Donaher, as he stretched out a half-a-straightway advantage over Dudek en route to his 8th straight win. Dudek, in turn, held a wire margin over third place Bob Fulton H-D and BSA-mounted Stan Hill at the checker. Ron Spillman (Triumph) got by semi winner Randy Smith (H-D) for 6th; Northern California's Ray Vanti (Triumph) round out the finishers.

Edwards Upsets Emde

In a night of spectacular finishes, Freddie Edwards pulled off the most fantastic of them all. The Yamaha-mounted Novice, yet to win a final over Suzuki-riding point leader Don Emde, decided he didn't want to be a bridesmaid anymore.

But both were surprised to find Central California's leading Novice, Tod Sloan (Kawasaki), heading up the Main Event pack with two laps away. By lap three, however, Emde had the lead and Edwards was firmly in second. On they wailed, Emde down low, Edwards taking the high road. Closer and closer came Freddie, looking for the opening. Finally, on the last turn of the last lap Edwards made the supreme effort and, accompanied by the cheers of a thoroughly aroused crowd, roared to the flag for his first half-mile victory.

Sloan was a solid third behind Emde, with Ri k Talbot (H-D), Guy Smith (Suzuki), Dennis Palmgren (Yamaha) and Ric Holly (Honda) running 4, 5, 6 and 7. The Hondas of Milo Walz and Chuck Hart were followed in by DickCatuto(Yamaha).

Will Tanner find the groove again next week? Will Mashburn and Donaher finally come to grops? Will Emde avenge his defeat? Be on hand for this Friday night's thrilling episode - it's two-wheeled competition at its suspenseful best.

(Results on page 24)

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Red Dots M.C. Hare Scrambles-- California Desert

May 11, 1969

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DUSTY COPPAGE -- Triumph

THE WINNER ALL AROUND

Uvas Dam Scrambles, May 3, 1969

1st 650cc Expert Class

Rick Otto -- Triumph

2nd Bud Kneass – Triumph

1st 650cc Amateur Class

Bob Masters -- Triumph

1st 650cc Novice Class

Craig Godwin -- Triumph

2nd Steve Rafello – Triumph

* *

Powder Puff Assn. TT-Scrambles Perris Calif. May 11, 1969

Open Expert Class

1st Mike Posey -- Triumph

3rd Terry Dorsch -- Triumph

500 Mile Production Race, Thruxton, England, May 11, 1969
Overall Winners
1st Percy Tait & Malcolm Uphill – Triumph
2nd John Cooper & Steve Jolly – Triumph
3rd Len Phelps & Cliff Carr – Triumph
500cc Class
1st Ray Knight & Martin Carney – Triumph

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Coppage Rips Odom's Hide To Take Expert Win At San Jose

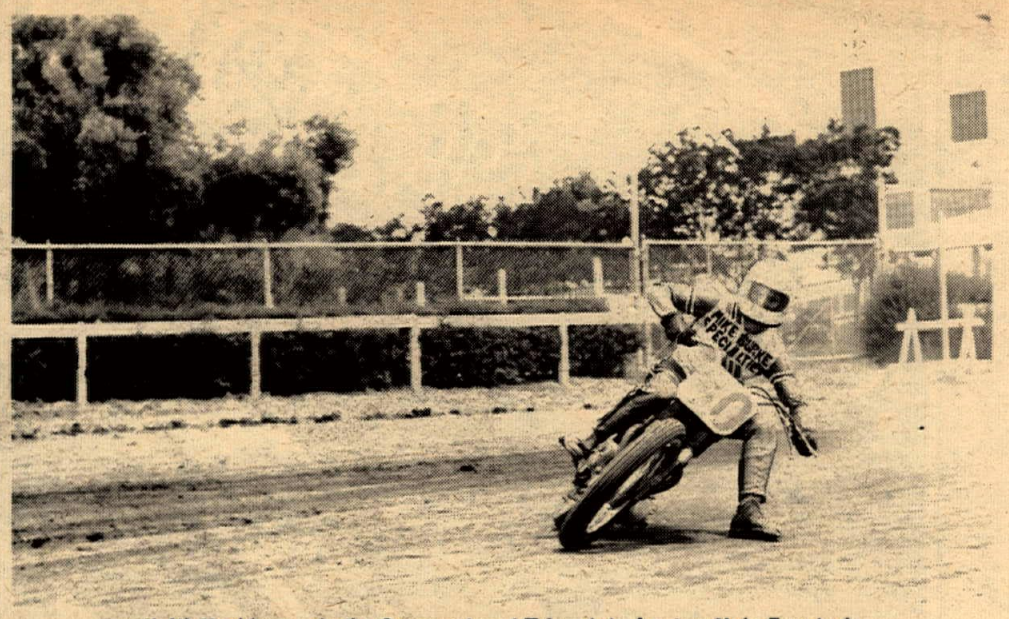
By W.H. Spencer

SAN JOSE, CAL., May 18, 1969– National #32 Dusty Coppage nudged his way into first to win the main at the Santa Clara County Fairgrounds.

Coppage passed Jim Odom in the twelfth lap of the fifteen lapper so closely his handlebar rolled up the sleeve of Odom's leathers and took some hide off his arm. Eddie Mulder led for a lap but dropped back to finish third after Coppage and Odom.

Odom took the trophy dash while in the novice main event Dave Bellina won over Wheeler Gresham and Neal Blockinger who finished in a dead heat for second.

Keith Mashburn, Ralph Waldman, and Terry Donaher battled in the amateur main and finished in that order.



Keith Mashburn rode the Coppage-tuned Triumph to Amateur Main Event win, capping a successful weekend.

Dusty dusted them again!

Photos by Dan Mahony

Popular AMA official Dudley Perkins of San Francisco.

Sidewinders Wedding Night

By Marie Layton

PORTLAND, ORE. May 16th – The Oregon Sidewinders Motorcycle Club held their weekly Friday night T.T. race on a much smoother track than was available the week before.

There were two extra races – a Novice Consolation and an Expert Consolation race, these being for riders who finished 5th or worse in their heats. Phil Pfau, just back from Viet Nam and off his cycle for a year won the Novice Consolation on a Bultaco.

The Expert Consolation seemed, at first, a second chance for Ray Carroll who had pushed hard trying to get around Jimmie Smith in the expert heat but fell in the last lap. He started hard, but seemed to miss a shift, falling way behind and dropping out. Doyle McNatt, Tri., led all the way to the win.

In the Novice class, Mike Gregg (Bul) won the trophy dash and his heat, but lost out to Darrel Cotton and Mike McCall in the main event. This novice main was a real cliff-hanger with McCal leading to the last lap and Cotton hanging close behind and finally getting around him practically at the finish line.

"Wild" Bill Elder from Vancouver, Washington aboard his runaway Harley, really shows the boys how to get around the track in the amateur class. Winning the trophy dash and making a shambles out of his heat, he dashed on to glory taking the amateur main event. Bill Cook on his little 360 CZ did his usual fine job of keeping up with and showing the bigger bikes some real competition by finishing in third.

The expert trophy dash saw Dick Donaca (Tri) and national number 70, Mark Williams battle it out for a win. Williams rode hard but Donaca edged him out.

Not too many grooms-to-be show up for a race the day before the wedding, but here tonight we had the groom, the best man, one of the ushers and even the future father-in-law. The best man, Phil Pfau, just back from Vie Nam is going to be one of the upcoming Novices this year. Father-in-law Don McShane, is also a threat to the Novice class and a regular on this track. Ike Reed, one of the ushers, is a hard riding first year expert. The groom-to-be, "Little" Jimmie Smith, has been riding in the expert class for a couple of years now and is a real smooth rider. He won his heat and put up a great fight in the expert main, holding on to second until Ike Reed put him down in passing. Reed, who had been working his way through the pack came on around once in second place close behind the fearless leader, national number 70, Mark Williams, but worried about his buddy, pulled off the track, giving up his chance for the money. Seems as though Jimmie's going to make it to the wedding – getting nothing more than bruises. His bride-to-be was right there and barely flinched. That girl deserves roses!

Mark Williams drove on to an unchallenged victory, having led from start to finish. Another national number 14, Gary Davis, advanced to 2nd spot after Reed dropped out and T.K. Hoglan (Nor) emerged the victor of a battle for third with Dick Donaca aboard his Triumph.

The many, many spectators that show up for this weekly show haven't failed to get their money's worth yet. Next week promises to be even better.

(Results on page 26)

Chico Opener

By Carolyn Richards

CHICO, CALIF. – The summer flattrack season at Cycle-Land Speedway opened Saturday, May 10. 1969, with 62 riders, 38 events, a fast track and a full stands.

Held every Saturday night, starting at sundown, the popular motorcycle races at Cycle-Land draw riders from all over northern California. All 20 races in the season are AMA-sanctioned. The track is located on Gage-Shippee Road just off of Highway 99.

Riders from Oroville usually turn up in the winners circle regularly here. However on Saturday night they seemed to be plagued with hard luck or opening night jitters. Only one Gold Town rider, Mike Rockwell, turned in a winning ride.

Rockwell, riding a 180cc Yamaha, placed third in the 200cc handicap main behind Mike Lazarini of Antioch, on a Suzuki, and Jim Hubbard of Chico, on another Yamaha.

The 200cc beginners' race was won by Ray Baris of Reno, Nev., on a Triumph Cub. The 200cc scratch race (where riders with the greatest track handicaps go five laps from an even start) was the prize of Dick Turner, Red Bluff Honda rider.

In a last-lap burst of speed, Mike Corcoran of Rio Linda rode his Yamaha from fourth to first place to win the 250cc handicap main. He was followed by Gus Lauer of Grass Valley, a professional rider on a Bultaco, and Dave Veffredo of Chico, one of the track's most popular stars. Veffredo rode a Kawasaki.

Winning the 250cc beginners' main was Santa Rosa Kawasaki rider Wayne Davis, while Marvin Hurlburt, who came north from Sebastopol to ride his Bultaco, won the 250cc scratch main.

Chuck McGimsey, Rancho Cordova, won the 100cc handicap main on his Suzuki, but Del Silva of Sacramento rode an M-B all eight laps right on his tail.

For the 100cc beginners race, Dan Toby, North Highlands, won the hardware for his Cimatti ride and in the 100cc scratch, John Grant of Rio Linda got the brass for the five laps. Grant rides a Moto Beta.

It was an exciting Saturday evening, which will be repeated weekly for north valley racing fans.

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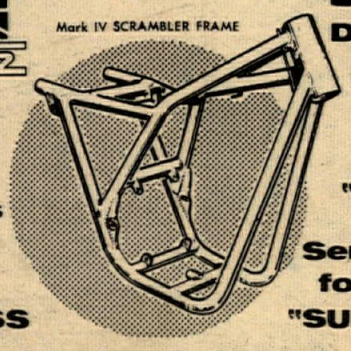
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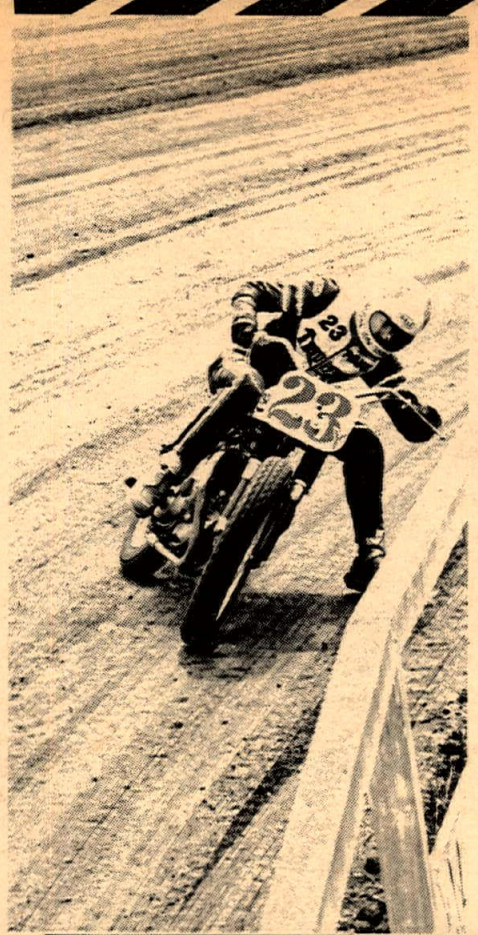
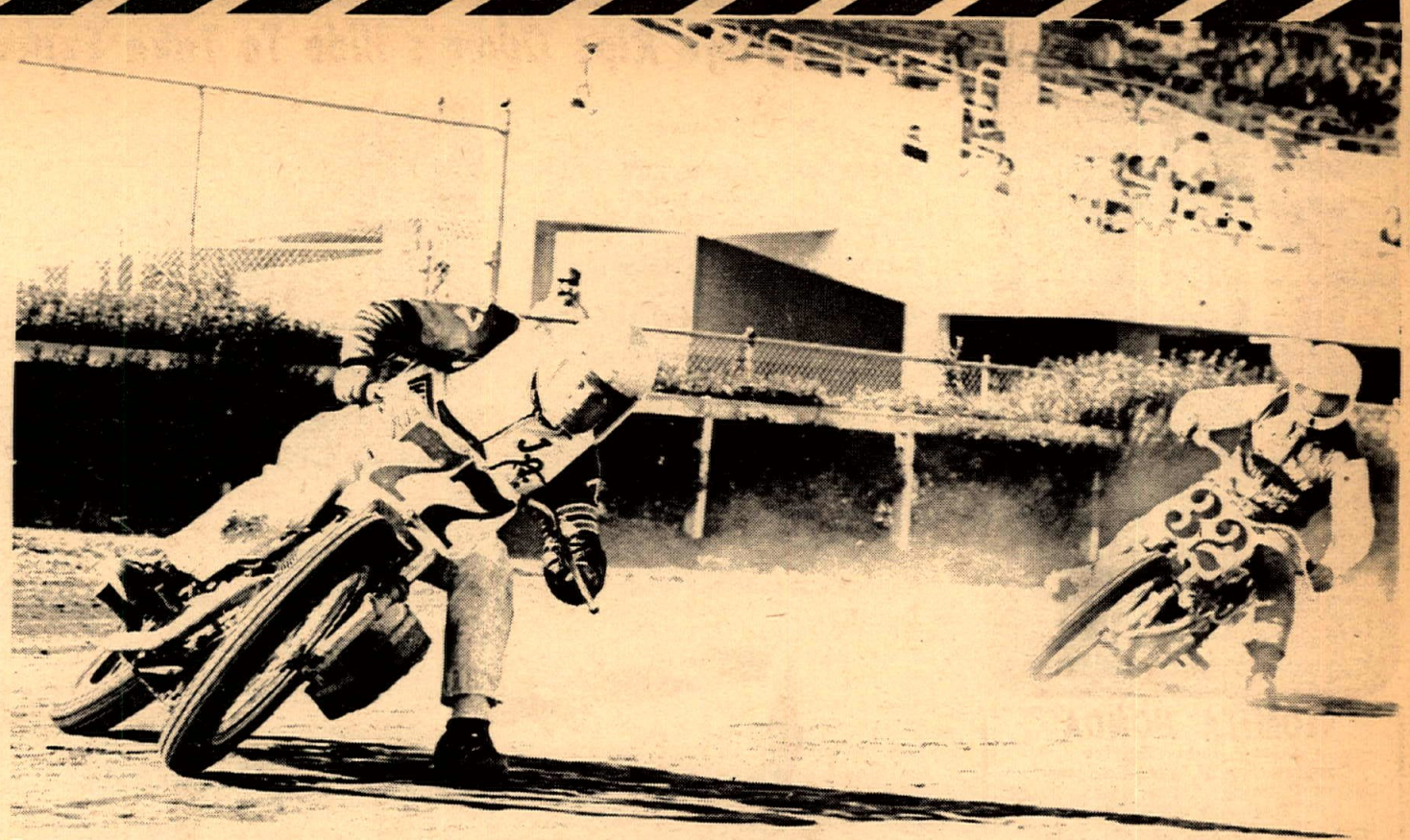
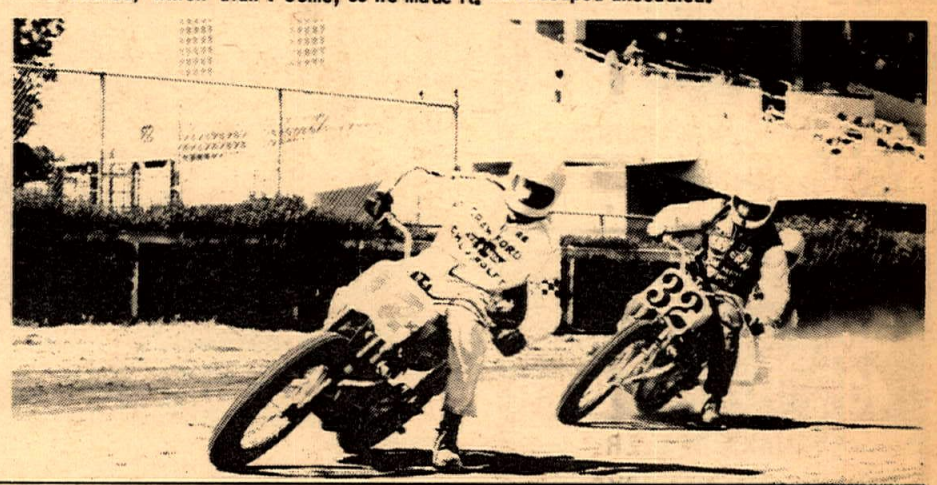




Frank Gillespie, left. Below: nearly full grandstands enjoyed the show.

Above: Odom backs into turn one, with Dusty waiting for his chance, which didn't come, so he made it.

Below: Ron Kruseman led Dusty briefly, too, but escaped unscathed.



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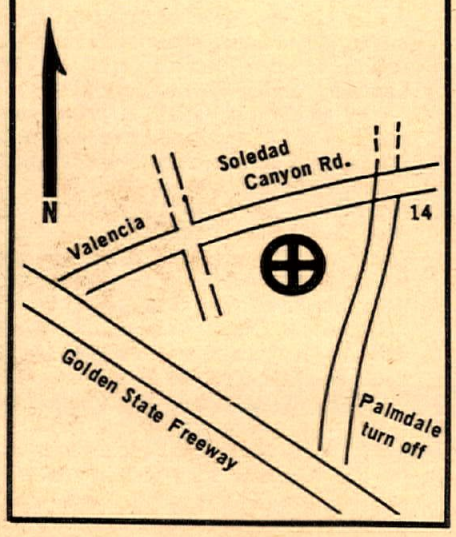

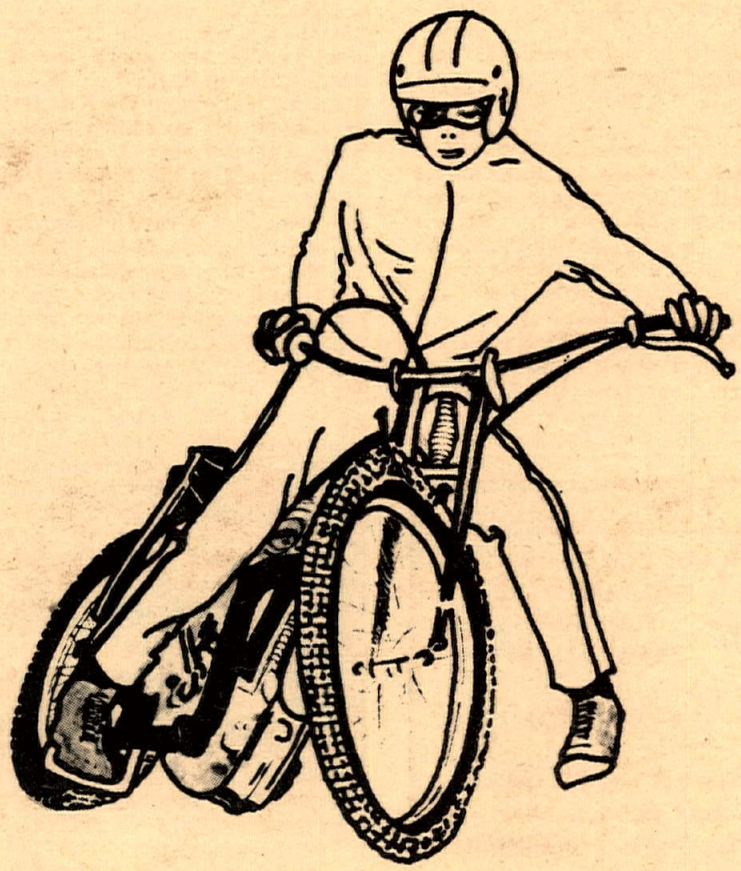

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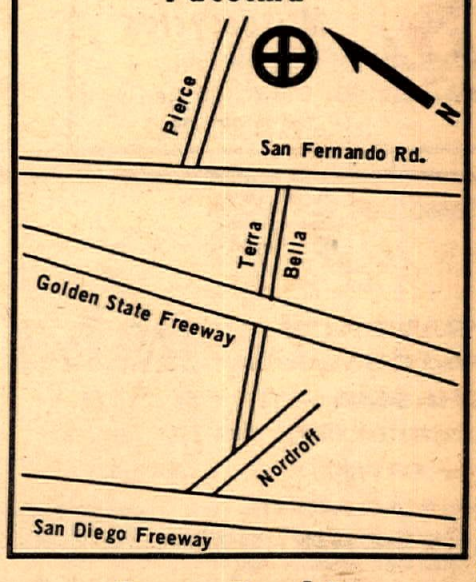

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What You Can Do Now!

Legislative Notebook

The Motorcycle and The Public Land

By Barbara Adams Dahms

The Bureau of Land Management has the unenviable chore of taking care of all the public land which is not controlled by other agencies. In California, 50% of the state is public land, a good portion of which is under the jurisdiction of the BLM. In other western states the percentage goes as high as 80% or more.

Confronted with the vast reaches of unsurveyed land and the many different types of public need, the BLM is making an effort to meet those needs. The following excerpts from an article by Arthur E. Tower, District Manager of the BLM in Las Vegas, in "Our Public Lands", a BLM publication, is indicative of the state of the art at present.

"The two races, the Mint 400 and Stardust 7-11, were the outgrowth of the rapidly growing interest in off-road vehicles for recreational use.

Although the race course crossed some private land, the major portion was across public lands administered by the BLM. The establishment of a course that would meet the requirements of both the sponsors and the BLM required careful planning. Racing enthusiasts from the Las Vegas community donated many hours to mark the course.

"While recognizing this new trend in recreation as a legitimate use of the public lands, BLM wanted to assure the protection of the public lands, especially management areas such as Red Rock Canyon Recreation Lands, 15 miles west of Las Vegas. BLM also wanted to safeguard the interests of grazing permitees and other users of the public land and to give the greatest possible protection to the desert ecology. Wherever possible the course was restricted to existing roads, trails, dry washes and sand dunes. BLM received excellent cooperation from the sponsors of both races.

"BLM issued Special Land Use Permits to authorize the races across public lands. The permits contained stipulations intended to guard against abuse of public lands and included a $10,000 surety bond to cover damages that might result. A complete ground check of the course, made before and after the races, gave the Bureau a reliable reference for assessing damage.

"Very little damage was caused by the races. Generally, all vehicles followed the single tracks of the course, and a well defined course now exists. Most of the tracks made off the course resulted from drivers losing their way during the night.

"BLM officials met with all drivers just before each race to explain the resource values involved and to stress the possibilities of damage. Drivers were urged to stay on the designated course. BLM officials believe that this last minute briefing played an important part in keeping damage to a minimum.

"In addition to the specified check points, there were several check points whose locations were not know to the drivers. These were to assure that contestants were following the proper route, and they were subject to being moved at random during the race. Drivers who failed to have their cards punched at all check points were disqualified.

"Both races are symbolic of the growing interest in outdoor recreation and of the variety of new demands being made on public lands. It seems certain that within the next decade public land managers will be called upon to accommodate many new forms of outdoor activities, some of which may even involve equipment now unknown.

"Today the Nation's remaining open space is itself a resource whose value is being recognized by a growing segment of the population. The demands being made on this open space are already great and will increase in the years ahead. Only through careful planning and multiple-use management can the resource be stretched to provide all the goals and services a growing population needs."

From the foregoing it is evident that the BLM is taking cognizance of the needs and rights of motorcycle and off-road vehicle people. It is also evident that they are quite naive as to what these needs are. This situation exists largely because we have never organized our needs and presented them in understandable fashion.

To solve this problem we are conducting a survey of cyclists. Ideally we should have personal response from every cycle enthusiast. However, even a cross-section will provide us with a valuable tool for dealing with those who administer the remaining available land. Please take a few minutes and complete the accompanying survey.

Survey

The following information is needed to compile statistics to accompany our requests for riding space. Please fill out the questionaire and return it to UME, Box 1154, Reseda, Calif. 91335. The more complete and accurate this survey the better our chances of getting the area we need. All information will be confidential.

Do you ride or wish to ride off-the-road? _____ How often? _____

What CC's do you ride: street? _____ dirt? _____

How many riders in family? _____ Children included? _____

Do you wish to go for a day? ____ weekend _____ weekdays _____

Camp? _____ Do you want campsites? _____

How do you haul bikes: truck ____ trailer ____ other _____

How far will you go for one day? _____ For more than one day? _____

Would you be interested in riding area in your immediate vicinity? _____

What kind of off-road riding interests you: organized events? _____

private riding? _____ (trails?) _____ (cross-country?) _____

What type of terrain would you want: hills? _____ flat _____

easy? _____ difficult? _____ in-between _____

Are you interested in competition events? _____ participate? _____

spectator? _____ what competition events do you prefer? _____

_____

You be willing to pay to ride? _____ What would you consider a reasonable fee?

_____

What portion of your recreation is involved with motorcycles? _____

How much of this is off-road riding? _____

Would you ride more if you had a convenient area which you knew was available?

_____

Do you consider this a family activity? _____

What other recreation do you enjoy? _____

Do you presently have an area you like for dirt riding? _____

Where? _____

Have you ever been told you cannot ride there? _____

Do you know who owns or manages this land? _____

Comments:

Name _____

Address _____

Please include your name and address. This is a pilot study. We may have further answers which we will need to know as the program develops. Your cooperation is urgently needed.

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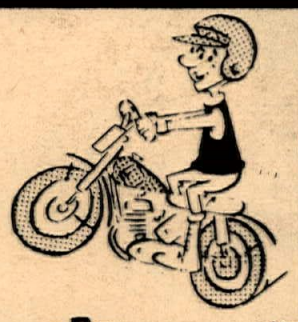
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1st Gary Selby XC100
2nd Rocky Mann XC100
4th Larry Alexander XC100

Sunny Valley Speedway
Grants Pass, Oregon
100cc "A" Main
1st Peter Simonson XC100

Des Moines Scrambles
Des Moines, Iowa
100cc Class
April 13th John Kite XC100 1st
April 27th John Kite XC100 1st
May 4th John Kite XC100 1st
Gaylen Coch XC100 2nd

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Tulare TT

By Dan Mahony

TULARE, Calif. May 17 – The second installment in the monthly series of Saturday night T.T. races at the Tulare Fairgrounds seemingly turned out the whole town, as a huge crowd saw Dusty Coppage ride a very good, smooth, and fast race.

Freddie Edwards, aboard a DT-1 Yamaha, took the checker first in the opening novice qualifying heat, passing #204z Dave Bellina of Hollister on the final lap.

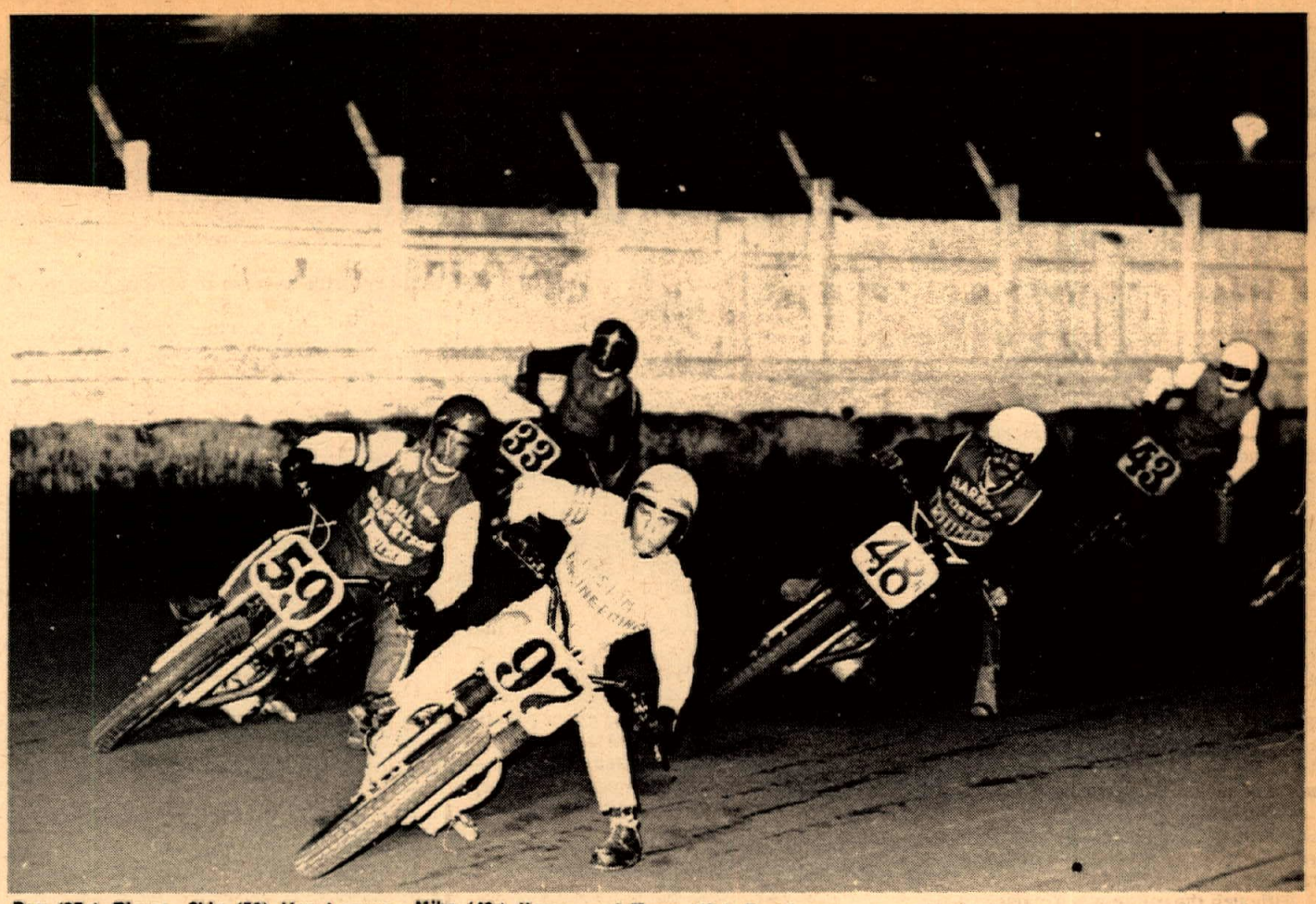
Tod Sloan (265z) and Allan Kenyon (88y), both Bultaco mounted, took their respective qualifying heats with no problems.

Due to lack of rider attendance (but still up from the last race), Amateurs and Experts were run together. Eddie Mulder easily won his qualifying heat after last month's TT winner Dusty Coppage stopped for a lap in the north turn to replace a loose coil wire. Amateur TT point leader (30x) Keith Mashburn, aboard his Coppage-tuned Triumph, turned back several Experts including Jim Odom and Ralph White, both on Triumphs, to take the second qualifying heat. First year Expert Ron Pierce (97z) of Bakersfield zapped Skip Van Leeuwen on lap two and held on for the win after Skip must have set some kind of record for the longest jump with his feet off the pegs.

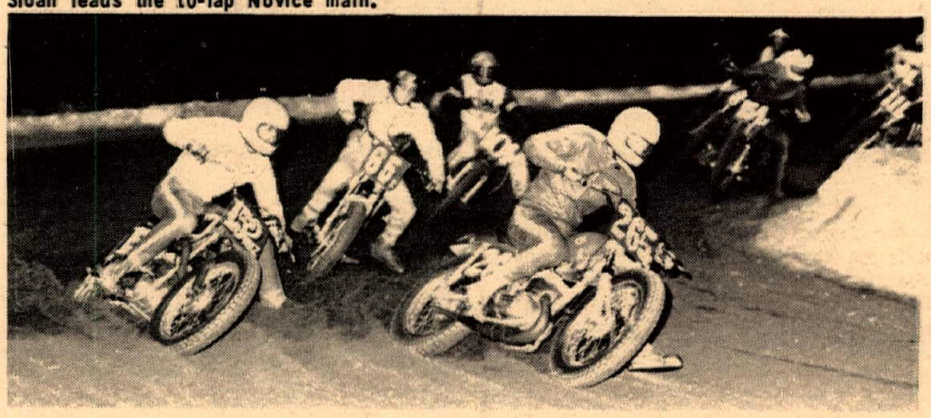
The Novice heat races went to (265z) Tod Sloan and (88y) Allan Kenyon. Second to Kenyon was John Hateley, who had earlier finished last in his transfer heat due to a broken plug wire, but this night everyone transferred to the heats.

The Am-Ex combined heats went to (32) Dusty Coppage over Van Leeuwen and Mulder. Dusty got by when Skip went way wide on the last turn. Ron Pierce took the second heat over Mike Haney

(Continued on page 18)

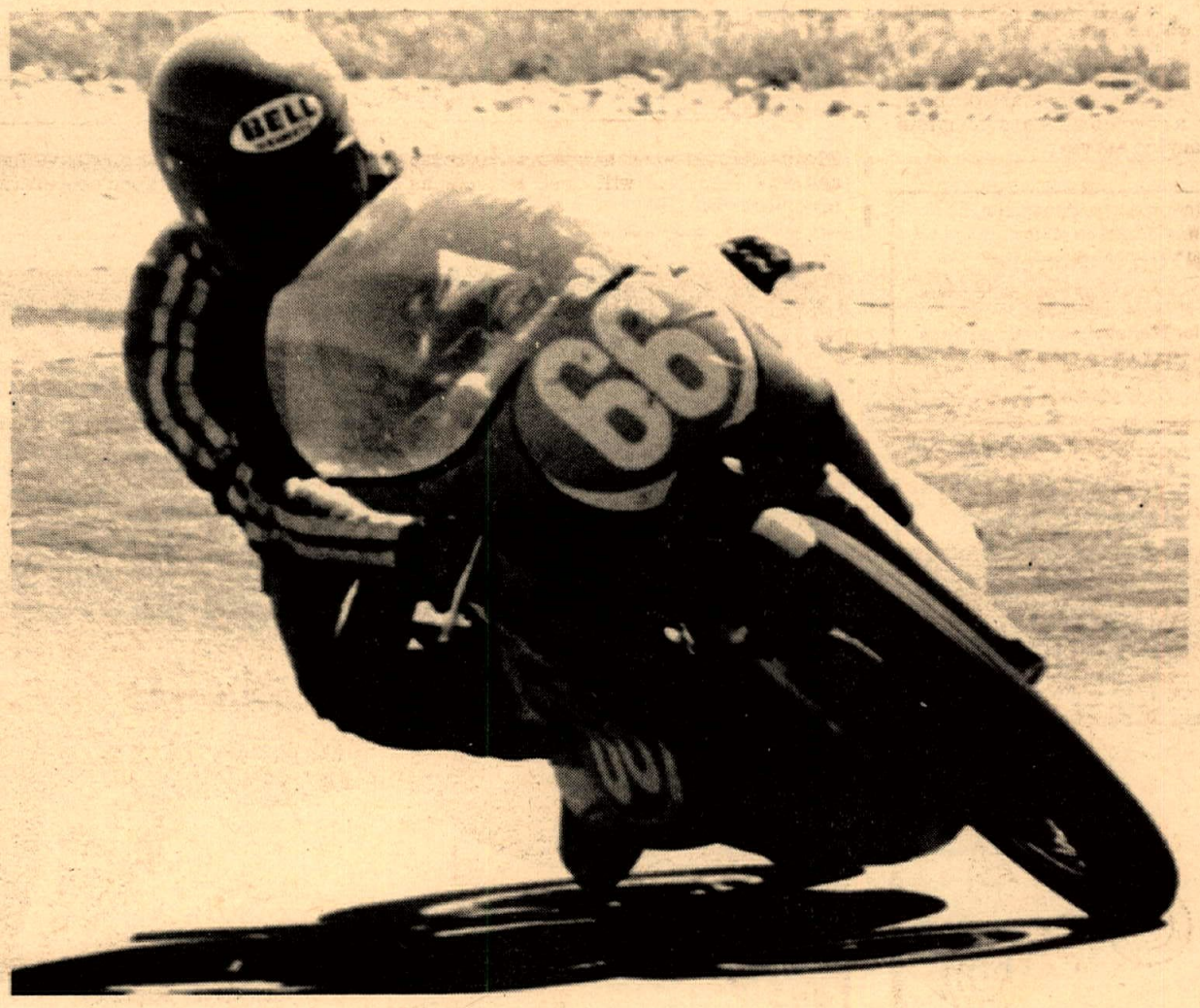


Ron (97z), Pierce, Skip (59) Van Leeuwen, Mike (48r) Haney, and Terry (43x) Donaher sort things out in the combined amateur-expert main taken by Dusty Coppage. Below: Tod Sloan leads the 10-lap Novice main.



Ron Pierce pulled up to pass the Skipper in a qualifying heat.

BRIDGESTONE WINS



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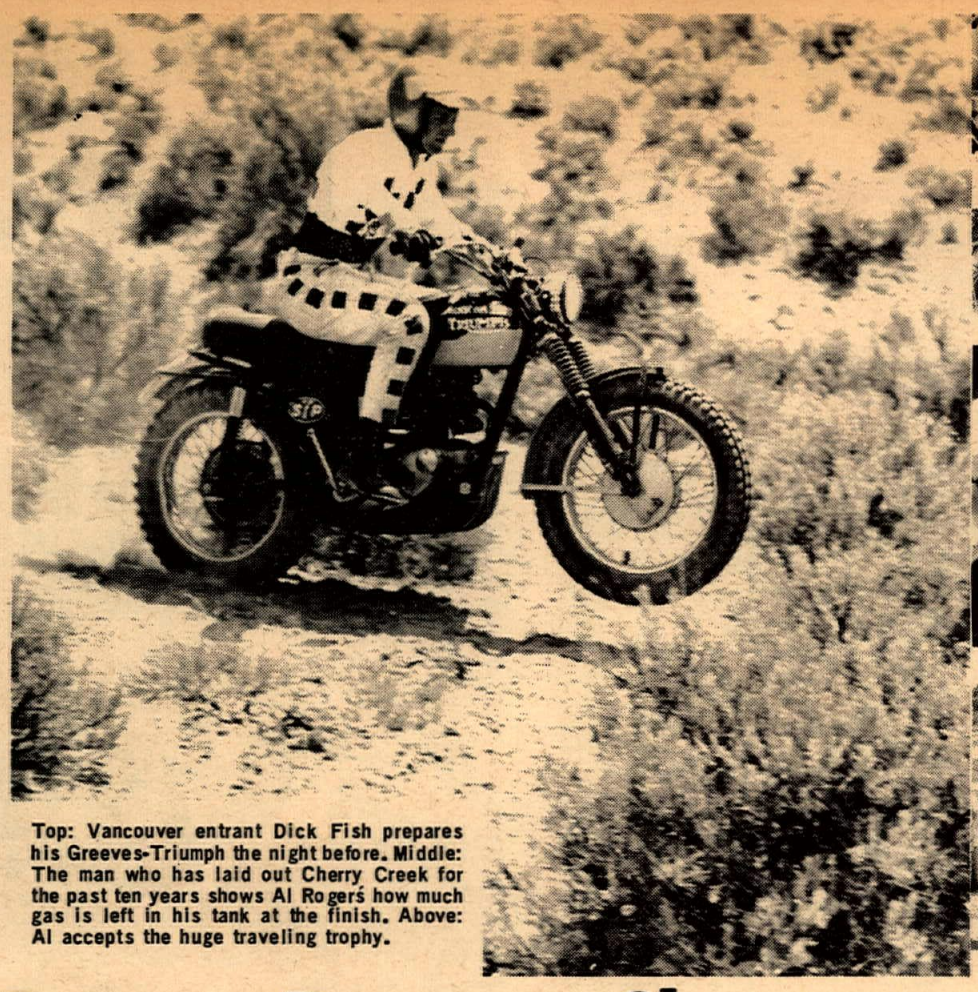

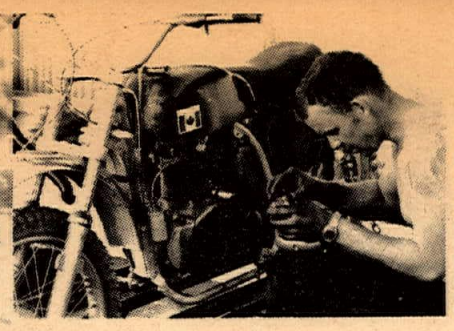

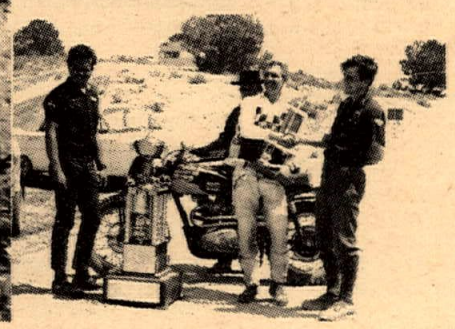

Top: Vancouver entrant Dick Fish prepares his Greeves-Triumph the night before. Middle: The man who has laid out Cherry Creek for the past ten years shows Al Rogers how much gas is left in his tank at the finish. Above: Al accepts the huge traveling trophy.

Rogers Repeats Cherry Creek Victory

By Eric Raits

SALT LAKE CITY, UTAH May 18 – Invincible Al Rogers calmly replaced a broken chain while everybody else was on the starting line a mile away, then rode his usual stellar Cherry Creek performance to come in ahead of Roger Hall.

Al showed up late Sunday morning on Evel Knievel's ill-fated Triumph, the same bike that took a bath in Las Vegas, and almost didn't make it to the smoke bomb and first check. He fell nastily coming up the steep approach to checkpoint one, bent a footpeg and crunched his tank. Word came back to the pits via Juab County Sheriff's radio that Al wasn't among the first ten past the smoke bomb.

Al knew something some of the younger riders didn't know. Cherry Creek is a real endurance test, not just a scramble to the black smoke.

By the third checkpoint, which was back in the pits, Al had sped past everyone but the first five riders.

Hard luck story of the many that day belonged to the man who led at this point and electrified the pits as he charged through. Canadian Dick Fish had brought his immaculately prepared Greeves-Triumph from Vancouver, British Columbia only to have the engine seize after he cracked a case and lost his oil. Dick said afterward Rogers was right behind him when it happened and was gaining fast.

Rogers rode the five miles of powdery sand, which goes by the name of little Sahara Sand Dunes, like a flat stone skimming waves. He began building his lead after he passed the hard-luck Canadian.

The two-loop, 80 mile course now ran across a wide plain where the going was bumpy but easy compared to the deep sand. Rogers was never to be threatened and had only to worry about staying on course and trying to keep from being knocked off by trees that put more dents in the Triumph's tank.

A strong second overall and first in the 250cc Class was put in by Roger Hall who rode his Husqvarna the last 30 miles with a flat tire and broken spokes on the rear wheel.

Gene Durham was third on a 250cc Montesa, Bill Welch finished fourth, and Wayne Malcom came in fifth.

Winner of the 125cc Class was Don Fuller, Yamaha, who finished 11th overall.

Rogers came in all by himself and was easily identified by the cheering fans. His white leathers and turned-on headlight could be seen a long ways across the desert. As the California riders had stayed away in droves, most of the spectators were from the surrounding area but they still gave the North Hollywood baker a rousing ovation. Part of his popularity stemmed from an unfortunate incident in the pits at checkpoint three. Just as he was leaving the checker, a poodle ran under his wheel and Rogers ran over the dog. When he realized what had happened the sixth-place (at the time) Rogers turned around and came back to check on the dog's welfare. He had to be urged to continue as there was nothing he could do for the dog and his obvious concern made a favorable impression on those in the pits.

Animals fared badly this year at Cherry Creek. Saturday night a rider was getting in some night motocross experience without benefit of lights and found out just how a black Angus cow looks close up in the dark. He was taken to a local hospital with a mouthful of hair.

The Juab County Sheriff's Posse provided ten radio equipped jeeps with stretchers and several riders with broken legs were speedily evacuated.

The Salt Lake M.C. seems to enjoy excellent relations with everyone they encounter in the area. The Sheriff spoke of them in glowing terms and a local

(Continued on page 38)

Flagman shows competitor the general direction of check #4.

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TULARE (Cont'd from page 17)

(48r) and Larry Wilburn (59r), all Triumph mounted.

The Novice dash was Edwards all the way over Sloan, Kenyon, and John Hateley. Dusty outdistanced Van Leeuwen, Haney and Pierce, who slid out in the sharp right-hander before the jump.

Edwards jumped into the lead at the start of the Novice feature but Sloan slipped his Bultaco under him on the turn after the jump on lap 2. Kenyon got under Edwards on lap three. Freddie tried to shut the door and the two met heavily. The crash knocked Edwards' clutch lever off, and he rode to a superb second place after Kenyon retired with a broken coil wire on the final circuit.

Coppage immediately grabbed the lead in the Amateur-Expert main event and was being pressed hard by Skip and Pierce when Van Leeuwen, whose line through the fast sweeper after the jump was 10 mph faster, but 10 feet higher than everyone else's, clipped the hay bales coming onto the half-mile turn.

After two or three endo's, Van Leeuwen, reminiscent of the Ascot scene two weeks ago, remounted and began to make up time on the leaders, Coppage, Pierce, and Mulder. Also moving up rapidly was half-mile amateur point leader Terry Donaher (43x) aboard one of Ernie Pico's swift Velos.

On lap six of the 10-rounder the score was 32, 97z, 12, 59r, 43x, 30x, 22y, 59, and 48r. Van Leeuwen was charging hard, but unlike Ascot, Dusty kept running, to win over Pierce, Mulder, Donaher, and Van Leeuwen.

RESULTS:

NOV. DASH-3 lap: 1st Fred Edwards (Yam), 2nd Todd Sloan (Bul), 3rd Al Kenyon (Bul), 4th John Hateley (Suz). Time: 2:43.50.

NOV. MAIN-10 lap: 1st Todd Sloan (Bul), 2nd Fred Edwards (Yam), 3rd Jim Maxwell (Yam) 4th Harvey Baker (Bul), 5th Terry Dorsch (Tri. Time: 7:22.30.

AM.-EX. DASH-3 lap: 1st Dusty Coppage (Tri), 2nd Skip Van Leeuwen (Tri), 3rd Mike Haney (Tri), 4th Ron Pierce (Tri). Time: 2:39.60.

AM.-EX. MAIN-10 lap: 1st Dusty Coppage (Tri), 2nd Ron Pierce (Tri), 3rd Ed Mulder (Tri), 4th Terry Donaher (Vel), 5th Skip Van Leeuwen (Tri). Time: 7:13.90.

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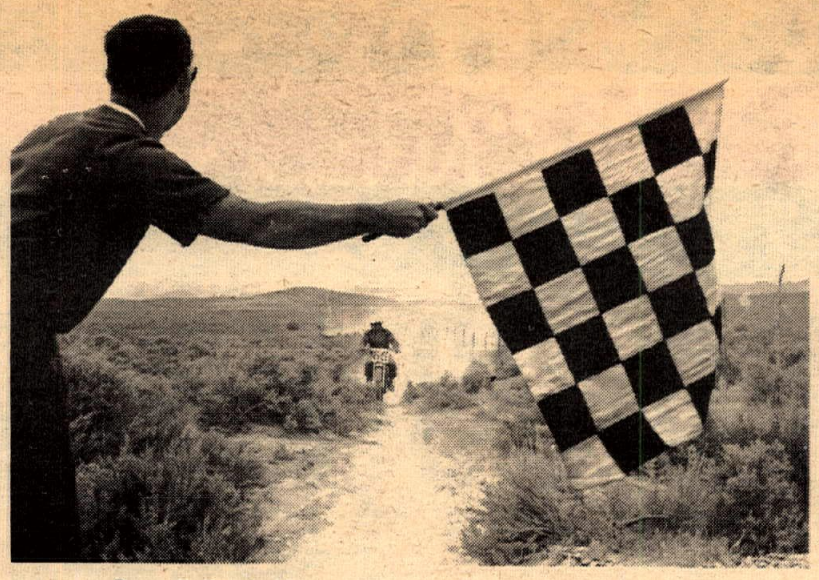
Sidehacks Excite Fans At BAY MARE

BAY MARE RANCH, Cal., May 18, 1969 – Bay Mare's TT course was ideal for sidehacks Sunday and they used it well to thrill the spectators.

"Crash" Roesch and passenger Terry Benge managed a second place finish in the last moto without benefit of first or second gear. In the same moto Dennis Erkel unloaded and his pilot, seemingly not noticing, continued around the course. Thorp Haynes went all the way around and picked up Erkel to keep on racing.

Fans on the South turn had it good. They watched fierce TT action on one side and kept their other eye on the boondockers who never stopped their assaults on that great big hill. They used everything from mini-bikes to Harley 74's but no one was seen on top.



Roger Hall rode his Husqvarna the last thirty miles on a flat rear tire to win first place in the 250 class and an amazing second overall. Jim Davis Photo.

This is where Al Rogers caught the last five people who remained in front of him after check #3. These dunes stretched for five miles along the course.

BAYMARE TT
By Pat Dempsey
May 18, 1969

100cc NOV. MAIN	
J. Fries	Bri
S. Ryder	Hod
T. Ash	Hod
D. Armstrong	M-B
100cc AM.-EX. & 125cc NOVICE	
C. Fox	Yam
K. Redding	Bri
L. Beall	Bri
C. Berry	Sac
175-200 AM.-EX.	
L. Beall	Bri
D. Bodgers	Bul
C. Everhart	Oss
E. Smith	Bul
250 NOV.	
C. Bast	Bul
M. Beanway	Kaw
V. Zine	Yam
M. Crum	Kaw
250 AM-EX. MOTO	
D. Colby	Bul
R. Byrd	Yam
D. Thompson	Bul
W. Bird	Yam
350 NOV. MOTO	
E. SMith	Hon
M. Arrambide	---
G. Kaszynski	Hon
R. Wilkinson	War
350-500 AM. MOTO	
J. Shaffer	BSA
M. Alzola	Mon
R. Rondell	Mai
B. Irvian	Hon
500 NOV. MAIN	
K. Potter	Mon
F. Clausen	BSA
E. Creach	Mon
B. Stewart	Mai
OPEN NOV.-AM MOTO	
J. Wiley	Tri
R. Rondell	Tri
P. Armstron	Tri
B. Bass	Hus
SIDEHACK MOTO	
C. ROesch-pilot	H-D
T. Belge - pass.	
D. Belt-pilot	Tri
D. Sarian-pass.	
J. Lechert-pilot	Tri
M. Conforte, jr.-pass.	
T. Haynes-pilot	Gre
D. Erbel-pass.	

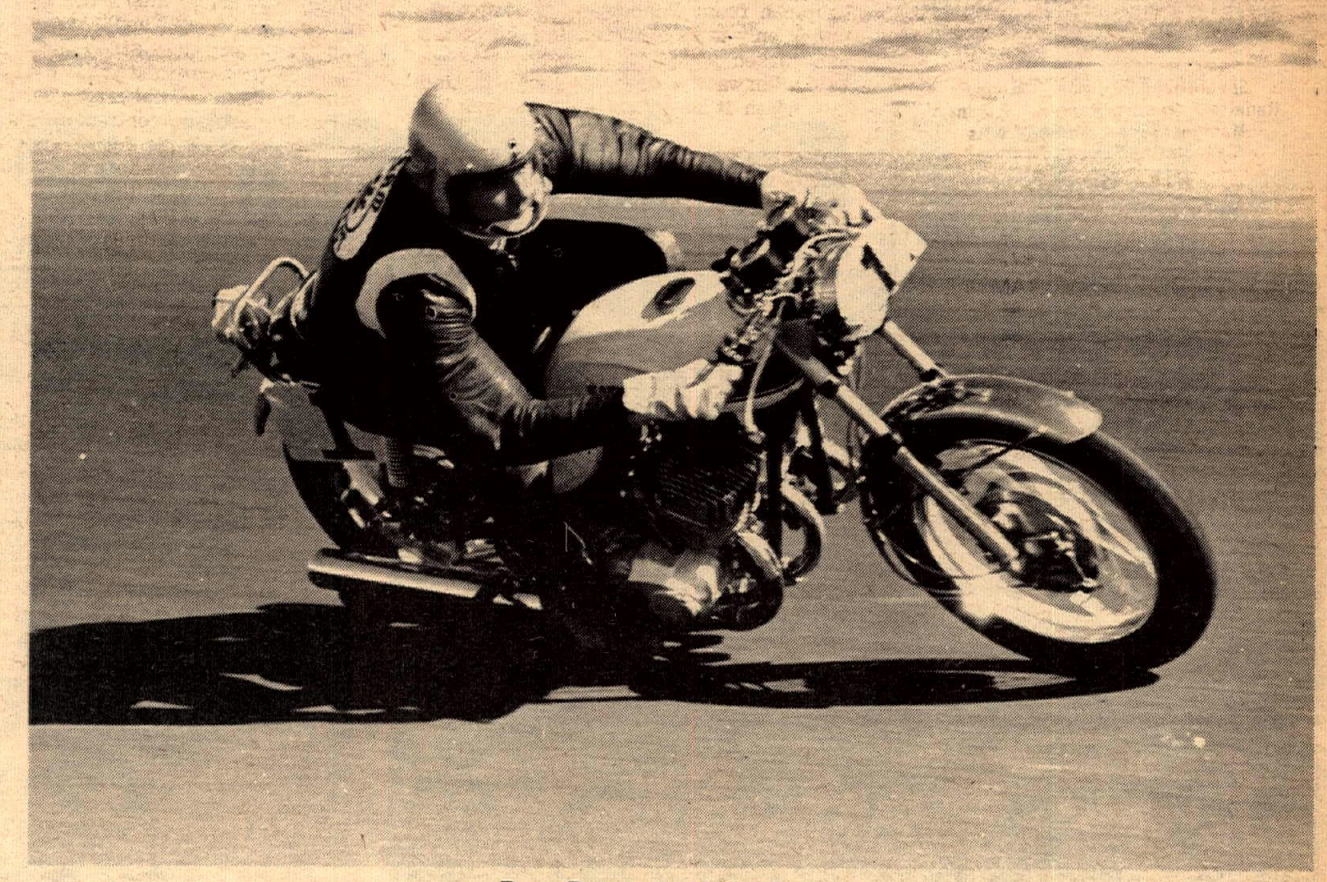
LEADERSHIP
IN THE NATION - IN THE WORLD

Cotati Raceway – 5/11/69
AFM Road Race
1st OVERALL
Dave Damron – Kawasaki Mach III
350cc Senior G.P.
1st Art Baumann – Kawasaki
350cc Junior G.P.
1st E. Eccelsini – Kawasaki

Bakersfield European Scrambles – 4/27/69
250 – Open Class
1st OVERALL
Mike Runyard – Kawasaki

Powder Puff TT Scrambles – 5/11/69
100cc Expert Class
1st Doug Mason – Kawasaki
3rd Richard Sweaney – Kawasaki
100cc Novice Class
1st Richard Sanders – Kawasaki
250cc Novice Class
1st Ron Ringen – Kawasaki

West German Grand Prix – 5/11/69
125cc G.P. Class
1st Dave Simmons – Kawasaki



Dave Damron – Mach III

Kawasaki Motorcycles

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BSA

CANADA

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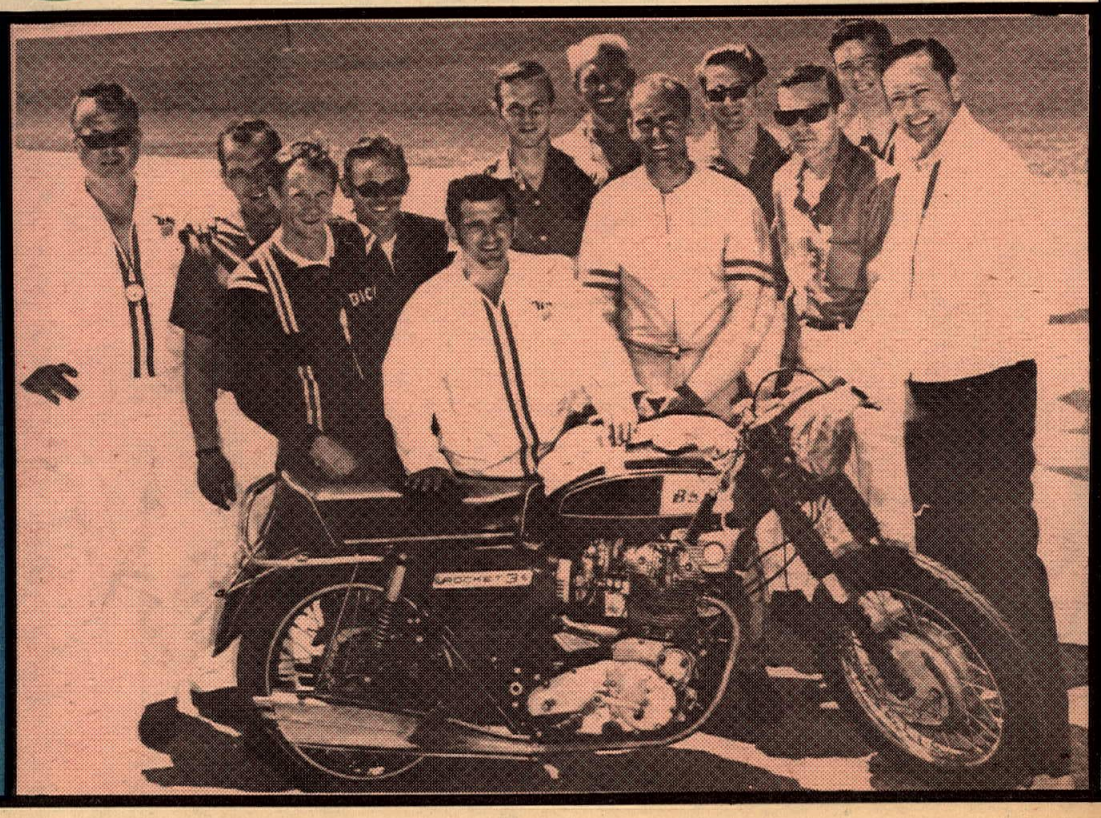
The Worlds Fastest Production Motorcycle

BSA Rocket 3

5 miles	131.723 mph
10 miles	131.353 mph
15 miles	131.004 mph
20 miles	130.759 mph
25 miles	130.605 mph
50 miles	130.014 mph

set by Yvon Duhamel 4/5/69

Daytona Beach, Florida



S 35 MINUTES SET BY ROCKET 3

MEXICO

0

SPEED PERFORMANCE DURABILITY

RACING WINNERS

FLASH

Amateur National Winner
Dave Aldana
BSA Rocket 3

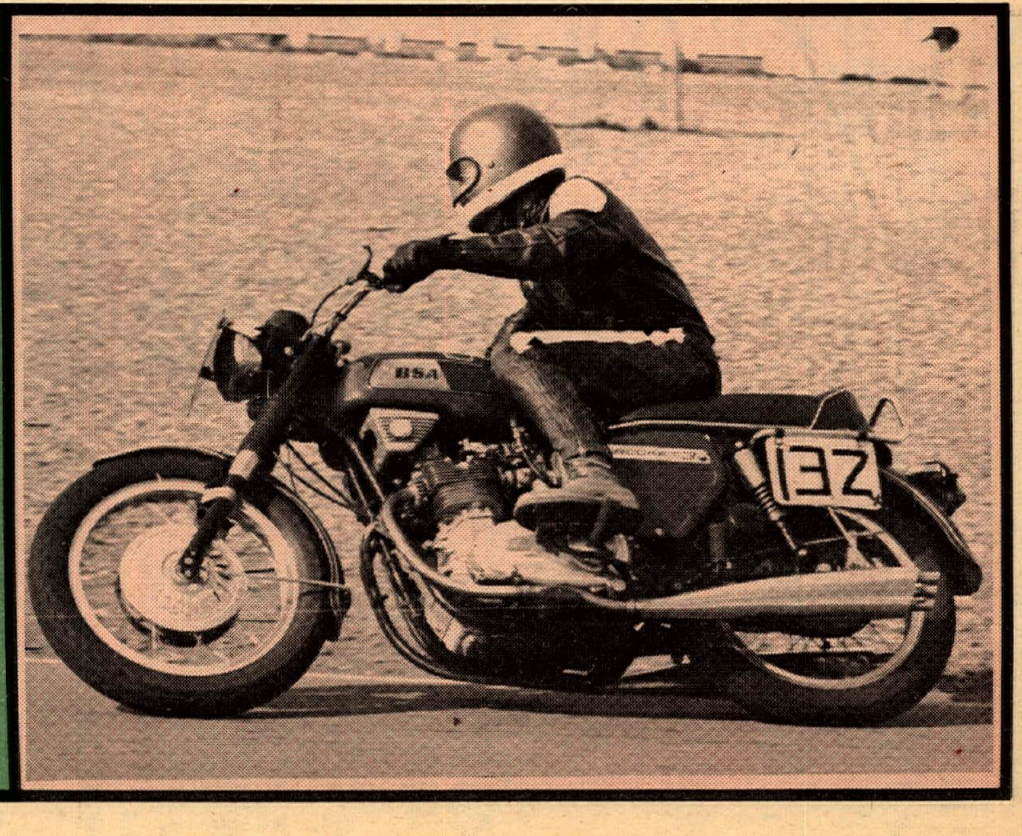
Stumpjumper Grand Prix Winner
Feets Minert
BSA Victor 441

1st OVERALL
Orange County International Raceway
Mike Keen – BSA Rocket 3 – 750cc

AMATEUR NATIONAL POINT LEADER
Dave Aldana – BSA Lightning 650cc

1st OVERALL
100 Mile National Enduro
John Young – BSA Victor 441cc

NEW RECORD * FAST TIME
Saddleback TT Scrambles
Chuck Minert – BSA Victor 441cc



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Protests Denied As Cycle Fare Set For Bay Bridge

By Bill Harmer

May 14, 1969 – In spite of many letters received protesting the proposed 60¢ fare for motorcycles on the San Diego-Coronado Bay Bridge, no decrease is contemplated in the near future according to Richard East, Assistant Secretary of the State Toll Bridge Authority, who admitted they have received "quite a few" letters on the subject.

The majority of protests have come from motorcyclists, military and civilian, who are either stationed or work at the giant Naval Air Station on North Island and other Navy installations in Coronado. There are 800 registered cycles at the Air Station but the amphibious base has no record of how many of its 5000 vehicles are motorcycles.

The proposed 60¢ fare is the same charged for an automobile and is considered highly unjust by the commuters who are riding bikes for economical reasons. The fare contrasts sharply with the present 15¢ charge made by the Ferry Co.

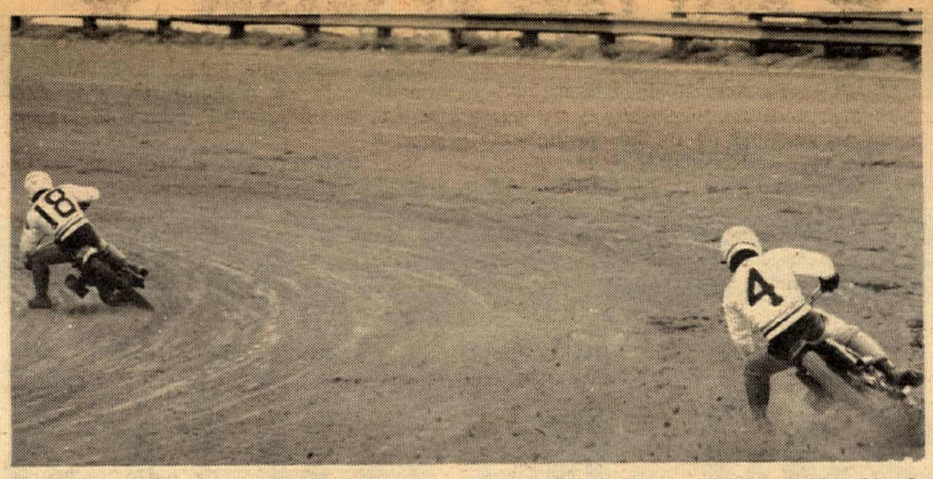
A North Island sailor reasoned that a person living in San Diego and using the bridge would be paying about $24.00 a month in tolls. This amount will definitely work a severe financial hardship on married servicemen who have families to support out of their meager salaries. He continued that some civilians and military personnel had written letters of protest to Governor Reagan and to their assemblymen.

East explained that the Authority was faced with the problem that at the time the $47.6 million bond issue was sold, the toll schedule was set at the lowest possible level consistent with the obligation to the bond holders. He denied that the Authority was unsympathetic but said that situations arise in financial programs of this type that cannot be controlled at the moment.

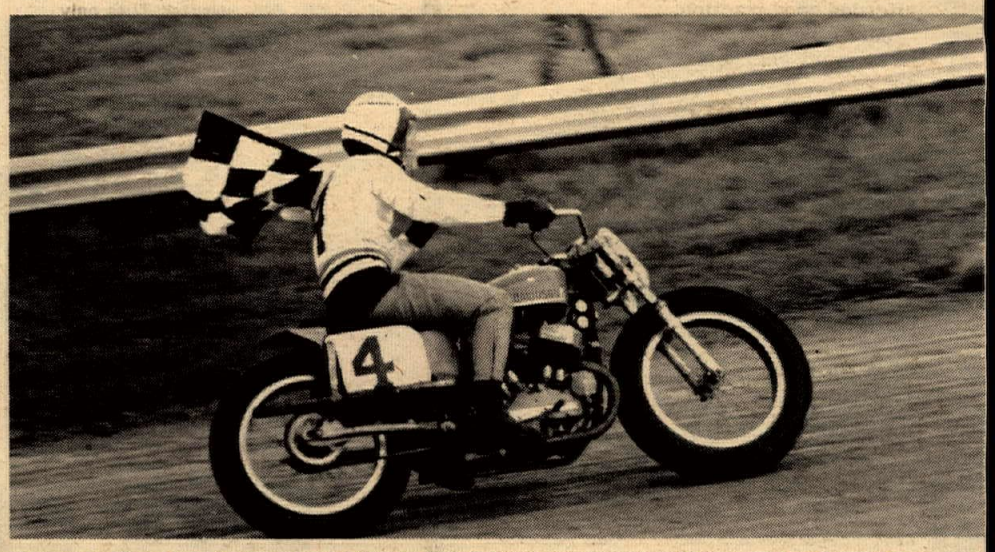
East further explained that if a lower fare was set for motorcycles, the Authority would have to make offsetting increases in some other area. He said that by paying off the obligation sooner, it may be possible to reduce the fare in a year or two of operation. He didn't think that because they cannot adjust fares downward now, it doesn't necessarily mean that they will be barred from doing so in the future. He contended that it is general practice nationwide that motorcycles and automobiles pay the same toll.

ANTI-HELMET LAW PASSES ILLINOIS SENATE

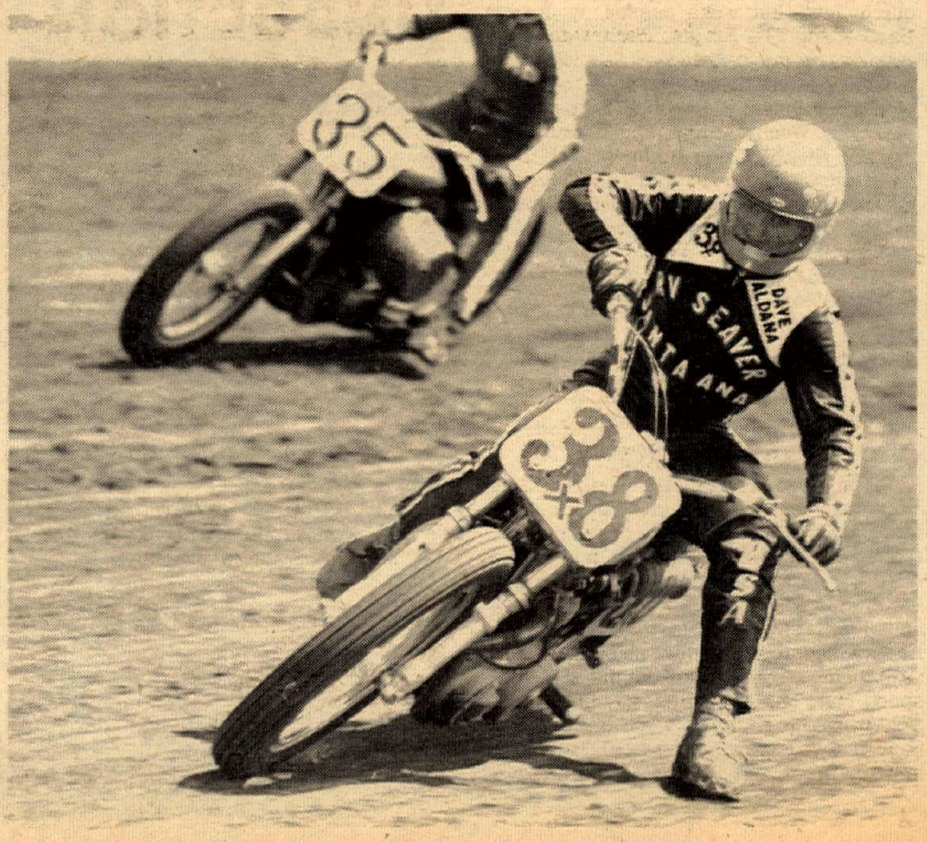
Motorcyclists in Illinois could abandon all protective equipment except glasses, goggles, or windshields under a bill sponsored by Robert W. Mitchler (R., Oswego). The bill has passed the Senate and at this writing is in the House for final reading for passage.



Above: Bart Markel took the high road all the way to thrill the fans with his outside slides in winning the Terre Haute National. Below: Bart seems to anticipate the win with the beginnings of a smile.



Above: Bart needs only two more National wins to tie Joe Leonard's all time mark. Below: Dave Aldana is making quite a name for himself back East. He has posted back-to-back victories at Terre Haute and Nazareth. Photos by Ben Hall.



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or ENGINE SPECIALITIES, INC. WEST, Dept. CN West P.O. Box 600, Belmont, Calif. 94002

★ Bast Tops At Saugus ★

By Mike Capalite

SAUGUS, Cal., May 16-Steve Bast, current high point man in speedway racing, again proved that he is the one to beat in this fast-action sport as he copped the main event win at the Saugus oval friday night. It was not all gravy for this red-leathered missile pilot as the first heat race pitted him against Greg Haserot, whose style has improved to the point where he can hold his own with the best of them.

As the flag was dropped, Steve took the lead into the first corner and much to everyone's surprize, Greg was able to pass Bast and command the lead for the entire race. Steve had to settle for a second place which left him out of the Trophy Dash, one of the very few that he has missed this season.

Steve was able to come back and win his semi after a restart which saw Johnny Carter taken away in the ambulance with a recurrance of an old knee injury. In the restart, it looked like it was Steve's night to be badgered by the Haserot clan as Greg's brother Bruce made it a fight all the way, but Bast held on for the win. He was by no means home free, because although he had made it to the A Main, Greg Haserot, Rick Woods and Sonny Nutter had also made it by winning their respective semis.

The Trophy Dash was Sonny Nutter all the way, but Rick Woods was close enough for the whole race that it could have been either one of them. Once Greg Haserot put a wheel under Woods and Brother Bruce both passed him. Sonny had won the race on a flat tire!

The C Main went to Mike Konle after he finished third in his semi to Steve Bast and Bruce Haserot, and as he has been going rather well of late, (winning the A Main at Whiteman last week) it was a surprize when Joe Chanky took the lead out of the hole with Konle and Harlan Bast right behind him. But luck wasn't with him as he drifted wide on a corner and Mike and Harlan both passed him.

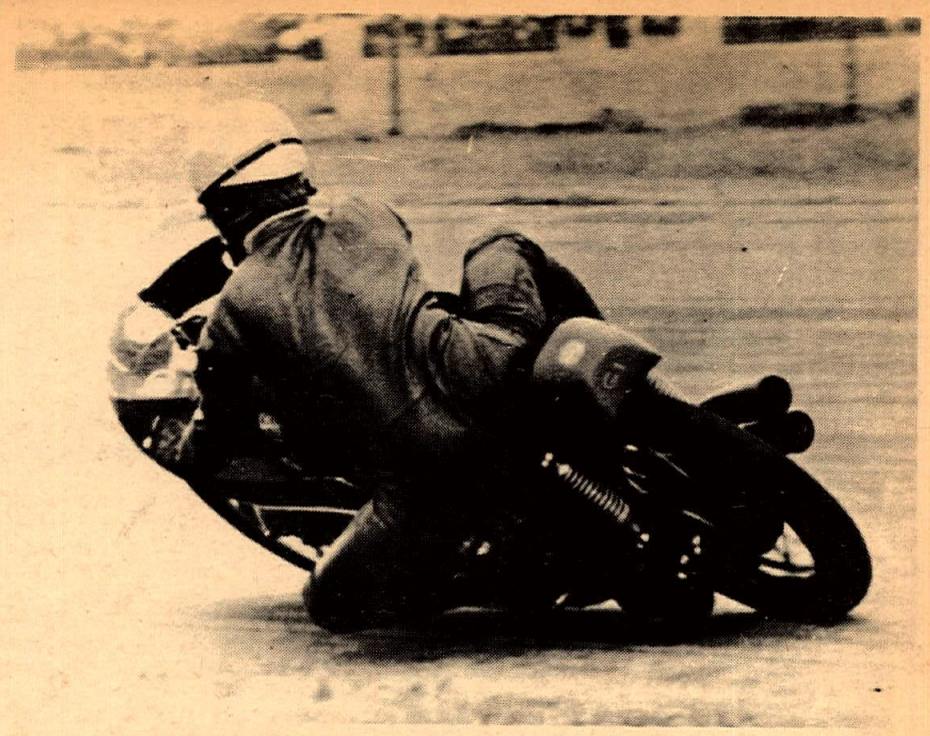
The B Main was a two-man battle between Bruce Haserot and Larry Heinselman as they bashed each other back and forth in the corners with Bill Cody right behind them waiting a mistake, but it never came and he took third with Larry pulling away for the win and Bruce second.

The A Main came on like an A Main should, but with that line-up what more could you expect? It turned into a knock-down drag-out battle between Rick Woods and Steve Bast.

When these two are pitted against each other, it seems that they ride so much harder that no one could touch them, not even Sonny Nutter. They were accelerating down the straights so rapidly that they were cornering much wider than normal, but even though the gate was open, no one was able to go through it.

Greg Haserot, his jinx still with him, spilled in the Main to ruin his chances. Bast, starting to get better drives out of the corners, was moving ahead little by little. Rick tried to make up the difference by driving a little harder into the last corner, but he crossed it up just a little too much as Steve took the win.

(Results on page 26)



Factory rider Renzo Pasolini shows his unorthodox riding style. Benelli has won all the major 350cc races and many of the 250cc events. Pasolini has beaten Mike Hailwood and Giacomo Agostini this year. Benelli is developing an 8 cylinder racing machine for future use.

SUBSCRIBE! See Page 29

Marysville Madness

By Dale McKinnon

MARYSVILLE, CAL., May 4, 1969 – Marysville's first race of the season drew a good crowd of riders amid some confusion and griping.

The races started fifteen minutes late on a track that looked to be too wet but afforded good traction.

Jerry Willis grabbed the lead in the first event and held off Randy Eddings and #61j all the way.

Debbie Jackline was the only female rider to show up and had to ride with the men in the 100-200 Amateur event. She was doing well until a tangle with another rider put her out of the race. Del Silva led for a ways until Ronnie Gonella found the groove and passed him to take the win.

The 125's and 200's raced together and the bigger bikes took the top two spots. Vic Krill and Jim Hubbard rode hard to earn third and fourth honors on 125cc Yamahas.

Three riders from Martinzes finished 1-2-3 in the 250 Novice Main in a close race.

Dennis Huff jumped off to a quick lead in the 250 Amateur event and won but Jim Crenshaw and Steve Young gave him a battle and finished second and third.

The side cars came to Marysville too. Ted Kinyon and Robert Zitlau took a quick lead but were passed by Joseph Barlow and Bill Krijer. Barlow and Krijer were disqualified for cutting the course, giving the win to the first team.

The 650 Novice event featured fast starts by Wendell Sniger but it was not to be his night. Three riders went down with Sniger in the lead and the race was restarted. Sniger took the lead again only to fall himself. John Borden was the winner.

The lead see-sawed between Bill Doran and Bob Bruhr in the next race. Bruhr rode strongly to win it.

Cliff Askland won the last event of the night in what turned out to be a blanket race between Steve McCants, Rodney Norfarrd, and Askland. (Results on 26)

AUTOBAHN PROOF

Triumph's Trident has been stamped "autobahn proof" by the German magazine, Das Motorrad. Peter Karlau rode the three cyclinder 800 miles from Hamburg to Vienna aat an average speed of 89.05 mph, excluding stops. Average speed with stops was just under 80 mph. Karlau had to fit a new rear chain and adjust the front brake during the high speed run. The only things needing attention when he finished were a worn out rear tire, tappet adjustment, and a broken muffler strut.

The riders shop

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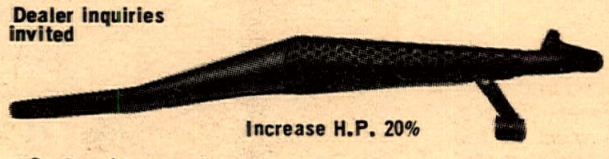

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Reed Porting – $25.00
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Torsten Hall Gloves
$7.00 specify s – m – l

21" Wheels – $55.00
Includes: Tire, tube, rim band, spokes, & alloy rim, laced to your hub.

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Regularly $36.95

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* Ears Vented for added Comfort
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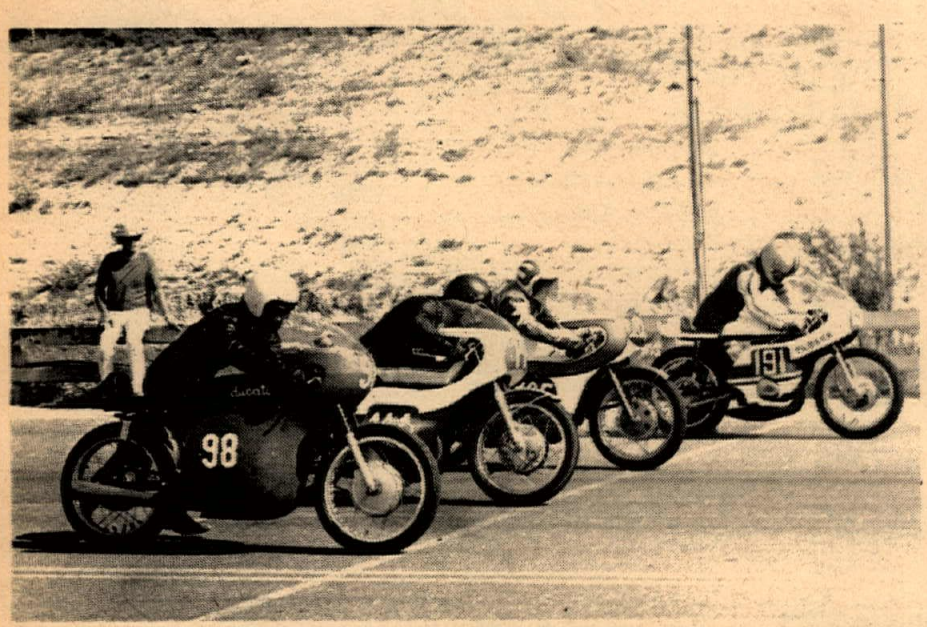
AFM NATIONAL POINTS RO

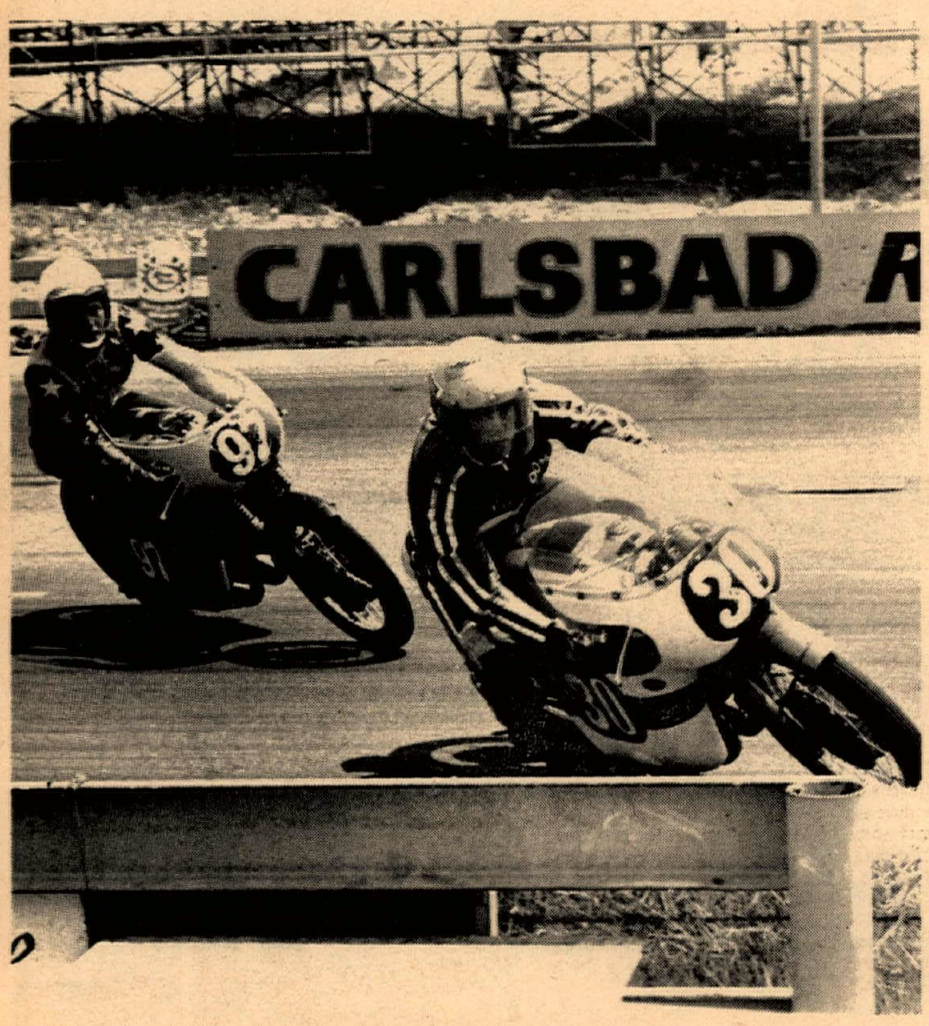
PHOTO PICTORIAL BY Dennis Greene

Rudy Galindo leads the way in 175 GP & 250 Jr. wire to wire.

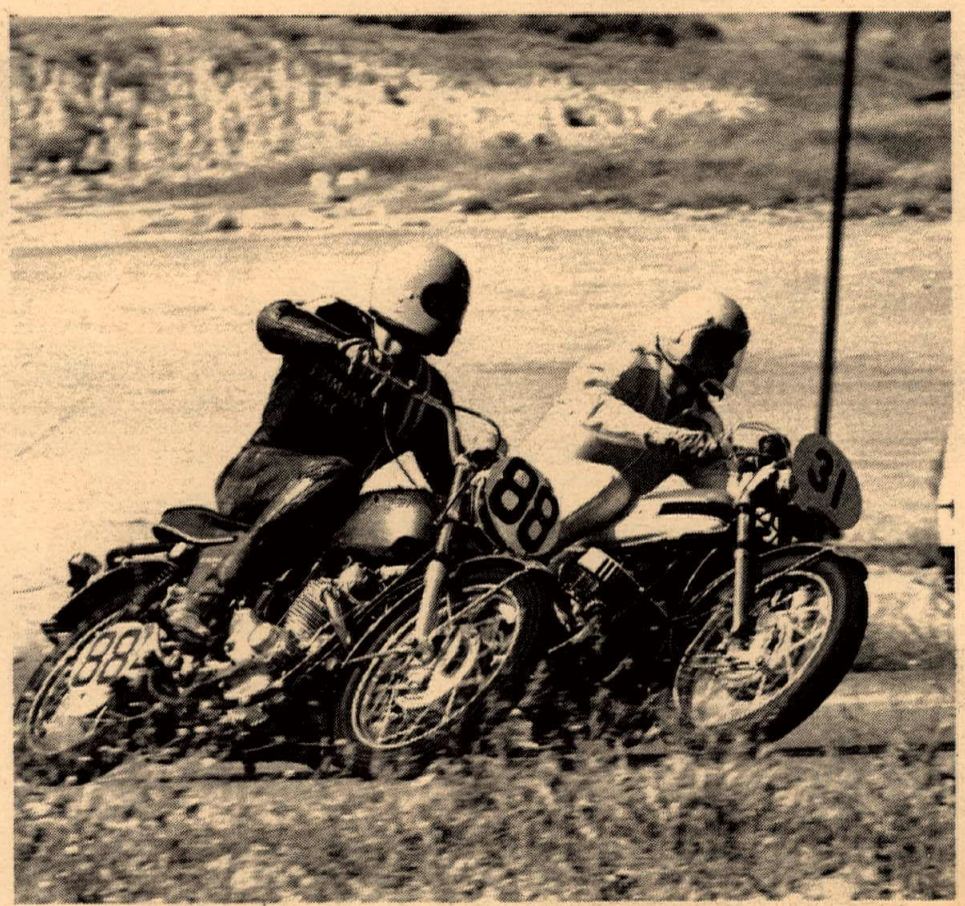
Jack Simmons lays down for a short count, got back up to ride several more races.



Ralph LeClerc gives the big push to his 10-year-old Ducati (left) after his wife and pit crew gave him that all-important pep talk.



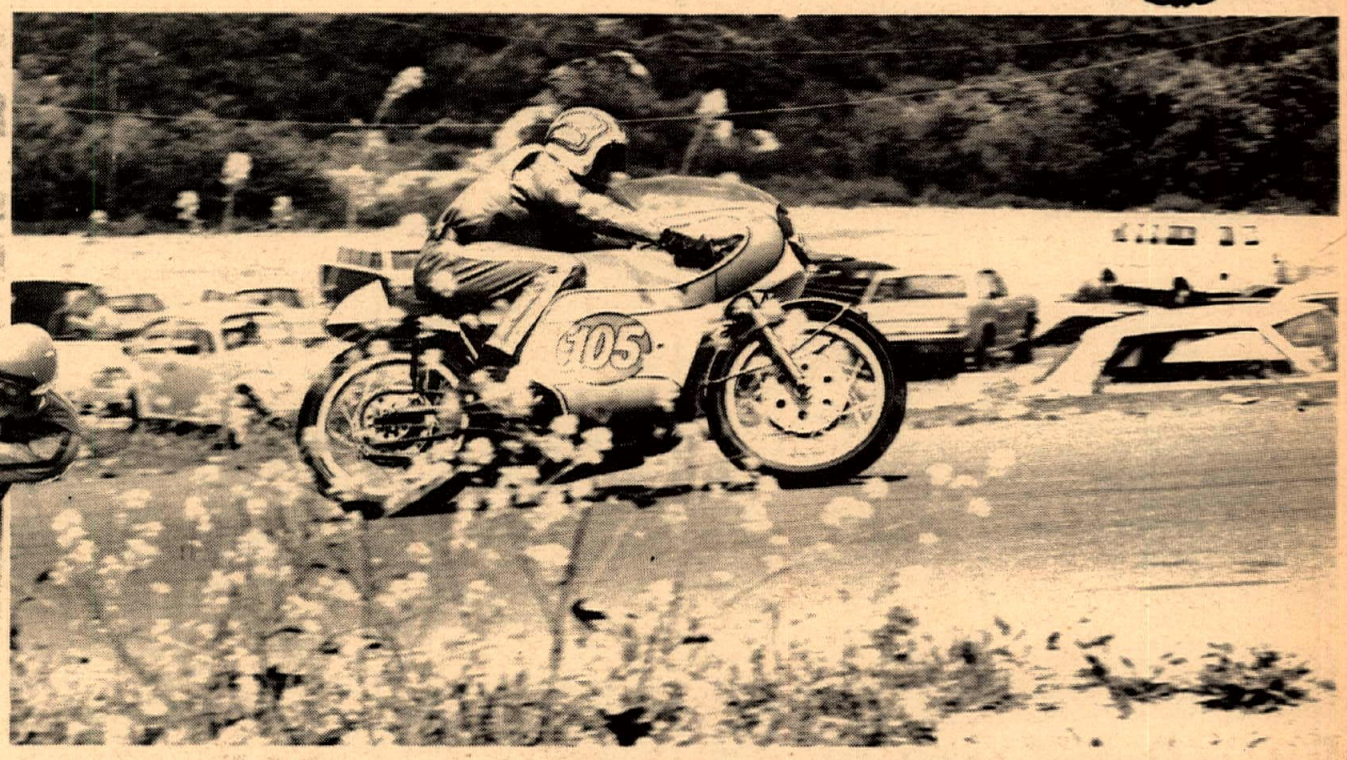
Don Emde is running 2nd in the 350 and Open just ahead of eventual winner Ron Pierce.



Dave Damron and his Kawasaki 3 goes to the inside of Jack Simmons' Norton 750. Damron finished 1st in this race.

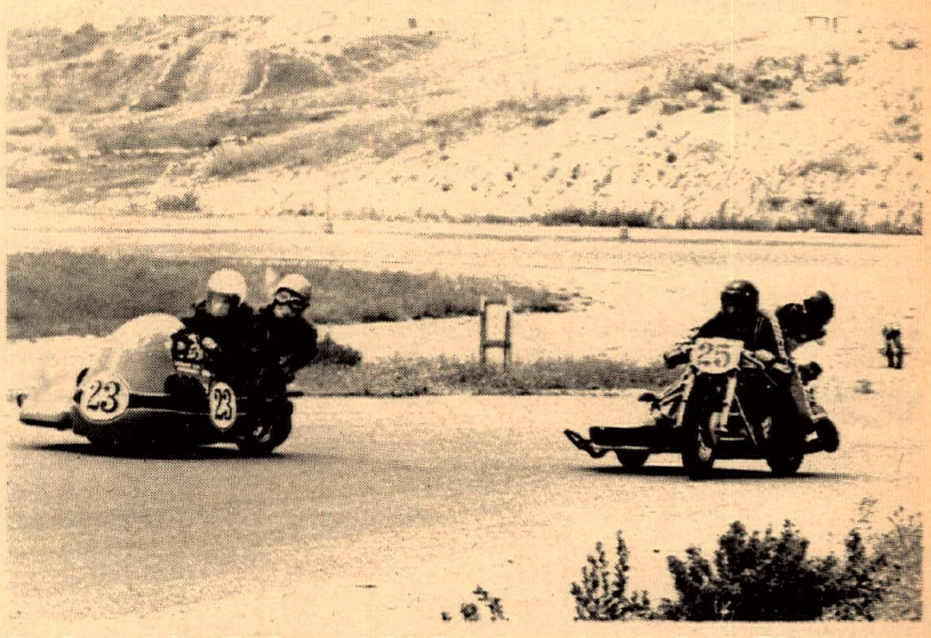
AD RACE CARLSBAD

BMW team of Anenbrand & Walt Garnett ran the sidecar in 2nd place.

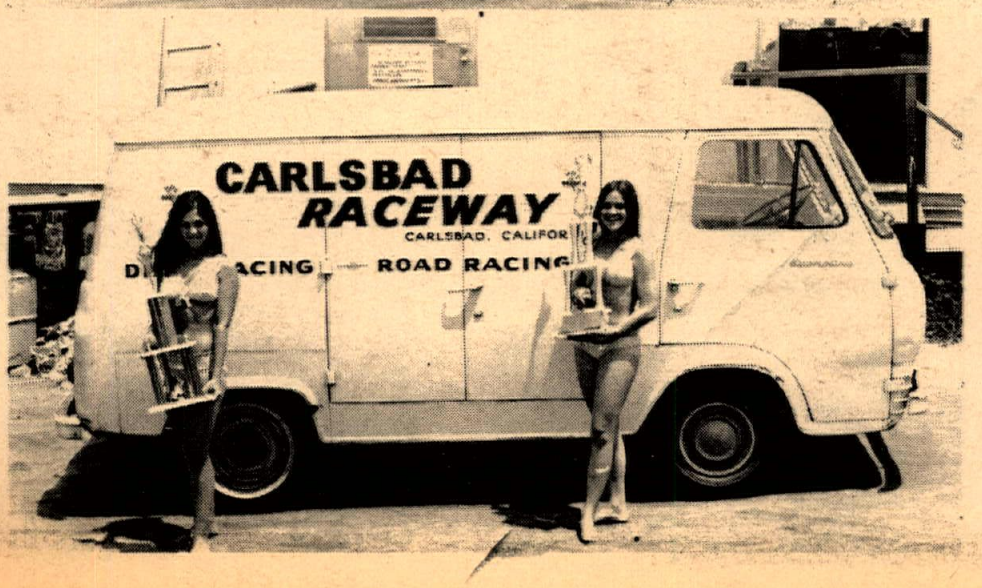


Kelly Evans of San Diego, riding Yamaha, won his class in the 250cc G.P.

I lent my trailer to a friend, then I thought this would be a good event to run.



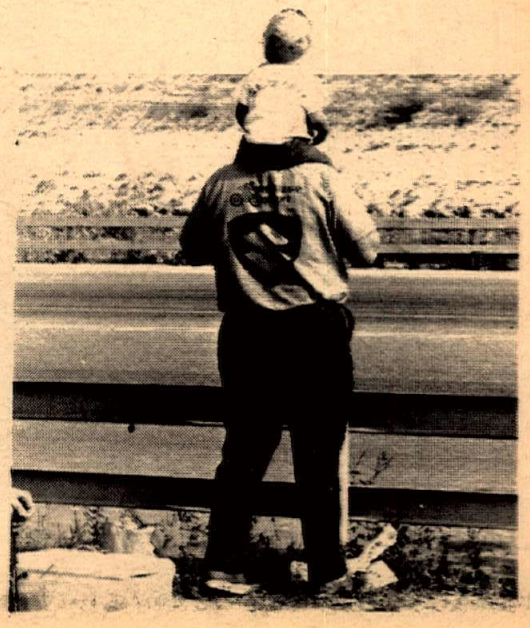
Stan Shorrow & Steve MacGregor got their first sidecar win on Number 25, Triumph powered. H-D team of Wayne Keslermart & Bill Bryan ran 5th.



Production race starts with a short dash to the machines.

Carlsbad beauties show just some of the awards that will be up for grabs in the endurance road races sponsoredby AFM, just some of the many attractions of the Carlsbad/Cycle News Motorcycle Circus June 14 & 15.

"Thanks dad. They just put that railing too close to the ground for little guys like me!"



HI-BOOTS M.C.
Dehesa Moto-X
May 18, 1969
By Bill Harmer

OPEN EXPERT
Lars Larson Hus
Gene Fetty Hus
Scott King Hus
250 EXPERT
Lars Larson Hus
Bill Silverthorn Hus
Jeff Willis Am Eag
125 EXPERT
Ray Vanderpool Sac
Lars Larson Pen
Mike Runyard Sac
100 EXPERT
Frank Fisher Hod
Stan Whitten Yam
Bob Silverthorn Pen
POWER PUFF
Marsha Metz Yam
Marsha Whitten Hod
Carol Gooding Hod
OPEN NOVICE
Fred Sage Hus
George Graham Am Eag
Dave Burton Mai
250 NOV.-DIV. A
Glen Hovanec Hus
Armond Caprio Yam
Louis Vallon Bul
250 NOV.-DIV. B
Tom Wester Gre
Tom Omelina Yam
Gary Johnson Hus
125 NOV.-DIV.A
Bill Urban Bul
Steve Polk Pen
Dave Torbett Pen
125 NOV.-DIV. B
Perry McCarty Sac
M. Stephenson Sac
Ronald Stacy Sac
100 NOV.-DIV. A
Diego Gualda Hod
Porter Friend Hod
Dan Graves Hon
100 NOV.-DIV. B
Roger Bress Kaw
George Allen Hod
E. Armstrong Hod

MINI-BIKE RACES
Saddleback Park
May 11, 1969 By L.E. Sipe
6-8 YRS. OLD (1-3 hp)
Clay White
John Crampton
9-11 YRS.OLD (1-3 hp)
Billy Keefe
Brian Baugher
9-11 YRS. OLD (4-6 hp)
Greg Lersch
Guy Erichson
12-14 YRS. OLD (1-3 hp)
Ed Newcomb
Raymond Edger
12-14 YRS. OLD (1-3 hp)
(three-way tie)
Dave Carlson
Ed Newcomb
Keenan Harvey
14 & OVER (1-3 hp)
Robert Dattel
Don Wright
Ward Wessels
OPEN CLASS
Greg Kearney Hon
Allen Powell Pow
TROPHY DASH
Greg Kearney Keenan Harvey
Allen Powell Greg Lersch
FASTEST TIME
Allen Powell: 42.5 sec.
(new track record)
HILLCLIMB
Bill Stone Bon
(7.5 sec.)
Ward Wessels Taco

NAZARETH NATIONAL
MILE AND 1/8
Nazareth, Pa. May 17,

EXPERT FINAL
Nix H-D
Nixon Tri
Romero Tri
E. Varnes ---
C. Palmgren Tri
Rayborn H-D
Sehl ---
L. Palmgren Tri
Lawwill H-D
Scholle ---
Baker BSA
Haaby H-D
F. Varnes ---
DuHamel BSA
AMATEUR FINAL
Aldana BSA
Martin Tri
Ezes ---
Grande H-D

AFM ROAD RACE
Carlsbad, Cal.
May 17, 1969
by Dennis Greene

SIDECAR RACE
Stan Shorrow Tri
S. MacGregor
A. Nenbrand BMW
Walt Garnet
Doug Bingham Hon
Edward Wade
Dean Hummer H-D
R. Gulbransen
W. Kestermont H-D
Bill Bryan
50-100cc G.P.
Pat Evan Yam
Wade Killen Yam
M. Loveland Cim
Rudy Reynosa Vam
D. Reynosa Mon
R. Hoover Zun
100-200 PRODUCTION
Archie Breedon Suz
Don Vesco Yam
Pat Evan Yam
Jerry Mathel Yam
George Miller Bri
Rodney Hoover Zun
Kelly Evans Bri
Tim Rockwood Yam
Stan Wegner M-B
250-OPEN PRODUCTION
Dave Damron Kaw
Mike Keen BSA
G. Howerton Kaw
Dave Allee Hon
J. Simmons Nor
John Lassak Hon
Bob Speier Suz
Chuck Small Duc
W. Drohman Suz
Al Marks Duc
Ray Wittbrod Suz
B. Faulkner Suz
C. VanBreeman Duc
B. Grote Yam
Roland Pagan Tri
250cc PRODUCTION
Ron Grant Suz
Ron Pierce Yam
Don Vesco Yam
S. McLaughin Yam
Hurley Wilvert Kaw
Don Emde Yam
Eugene Brown Yam
ISoyo Suyimoto Yam
175 G.P. & 250 JR. G.P.
R. Galendo Yam
Ralph Le Clerq Duc
Kelly Evans Yam
Rick Harnor Kaw
Hurley Wilvert Hon
L. Williford Duc
Tony Nicosia Hon
Don Emde Hod
Nick Bussan Suz
Walt Garnet Hon
G. Maechille Yam
V. Campbell Yam
Wade Killen Par
350-OPEN G.P.
Ron Grant Suz
Ron Pierce Yam
Jack Simmons Nor
Don Emde Yam
J. McGilliray Tri
Dave Damron Kaw
Don Vesco Yam
Dave Allee Hon
Buzz Buzzelli BSA
Jack Jackson BSA
500-OPEN PRODUCTION
Dave Damron Kaw
Mike Keen BSA
G. howerton Kaw
Dave Allee Hon
Jack Simmons Hon
Bob Speier Suz
Chuck Small Suz
Al Marks Duc
Ray Wittbrod Suz
B. Faulkner Suz
C. Van Breehnan Duc
Bradford Grote Yam
Roland Pagan Tri

MURDERS GULCH TRIAL
Auburn, Cal. May 18, 1969
By Harry Gable

NOVICE 0-125
Fred Turner
Denny Turner
Paul Squeri
NOVICE 126-OVER
Carl Robinson
Harley Webb
Carl Brogden
AM-OPEN
Larry Farley
Jerry Irons
Brent Stockwell
EXPERT
Paul Olligies
Steve Ellers
Richard Hood

SPEEDWAY RESULTS
WHITEMAN STADIUM
May 17, 1969
By Mike Capalite

TROPHY DASH
Steve Bast Eso
Rick Woods Eso
Greg Haserot Eso
Sonny Nutter Eso
CMAIN
Stu Morley Jap
Bill Todd Jap
Homer Knapp Eso
Lonnie Arnold Jap
B MAIN
L. Heinselman Eso
N. Elledge Jap
Mike Konle Eso
Sammy Tanner Jap
A MAIN
Steve Bast Eso
Greg Haserot Eso
Jack O'Brien Eso
Rick Woods Eso

SAUGUS SPEEDWAY
May 16, 169
By Mike Capalite

TROPHY DASH
Sonny Nutter Eso
Rick Woods Eso
Bruce Haserot Eso
Greg Haserot Eso
C MAIN
Mike Konle Eso
Harlan Bast Eso
Joe Chanky Eso
Lonnie Arnold Eso
B MAIN
L. Heinselman Eso
Bruce Haserot Eso
Bill Cody Eso
N. Elledge Jap
A MAIN
Steve Bast Eso
Rick Woods Eso
Sonny Nutter Eso
Greg Haserot Eso

SIDEWINDERS TT
Portland, Ore.
May 4, 1969
By J. Lacey

NOVICE TROPHY DASH
Chuck Joyner Kaw
NOVICE MAIN EVENT
Chuck Joyner Kaw
Dan Brecht C-Z
Darrel Cotton Kaw
Ed Herrmann Bul
AM. TROPHY DASH
Bill Elder H-D
AM. MAIN EVENT
Bill Elder H-D
Bill Cook C-Z
Bill Jackson Tri
EX. TROPHY DASH
Gary Davis Tri
EX. MAIN EVENT
Ike Reed Tri
Mark Williams Tri
Jimmy Smith Tri
T.L. Hoglan Nor

CHERRY CREEK HARE
AND HOUND
Cherry Creek, Utah
May 18, 1969

1st Overall
Al Rogers Tri
1st 250cc
Roger Hall Hus
Gene Durham Mon
Bill Welch ---
Wayne Malcom ---
Cotton Guio Gre
Sandy Harris ---
Casey Folks, Jr Hus
Lee Carmody ---
Doug Sandefer ---
1st 125cc
Don Fuller Yam
Frank Myers ---
J.D. Tibbets ---
W. Spencer Yam
Herb Uhl Sac
Don Ply ---
Stan Haines ---
Paul Mabely Yam
Jack Payne ---
Howard Jones ---
W. Spencer Yam
Norm Miller ---
Woody Lawhon Yam
Doug Roberts Yam
George Phipps Yam

CMC NIGHT MOTOCROSS
Fontana Raceway-May 17,

125cc JUNIOR (Div. I)
J. Rubcic Pen
R. Foshay Sac
C. Lund Sac
M. Pritchard Bul
J. Hattabaugh Yam
G. Terry Hod
D. Garber Sac
S. Wickershaw Hod
E. Smith Kaw
R. Goldberg Hod
125cc JUNIOR (Div. II)
C. Dazy Sac
J. Choner Yam
W. Garrett Yam
B. Kawell Sac
J. Salisbury Pen
J. Dietz Yam
R. Willeford Yam
D. Dunning Hod
L. Ishmaw Yam
G. Bowen Sac
250cc SENIOR
T. Hart Mon
J. Wilson Gre
C. Hollenbeck Bul
G. Smith Mai
T. Nicholls Mai
B. Kulek Hus
J. Maynard CZ
J. Nicholson CZ
250cc JUNIOR
G. Spellman OSSA
R. Petersen Yam
C. Lunde CZ
M. Perra CZ
G. Herrera Yam
R. Hall Yam
G? Schweers Bul
J. Willman Yam
J. Parker Mai
D. Schweers Hus
500cc JUNIOR
S. Thomas Bul
A. Drake Mai
N. Gula CZ
J. Goldberg Mai
P. Beacon CZ
A. Haley Mai
G. Hogan Gre
500cc SENIOR
J. Wilson Gre
T. Hart Mon
G. Jones BSA
J. Ashworth CZ
D. Jones BSA
J. Maynard CZ

MARYSVILLE
May 4, 1969

100
Jerry Willis
Randy Eddings
200
Robert Kiefer
Don Gertili
Jim Hubbard
Joe Hiner
100-200 AM.
Ronnie Gonnella
Gary Lozand
John Green
J.R. Hackley
250 NOV.
Ron Jones
Bill Hines
Jan Vanwesten
Leroy Jackson
250 AM.
Dennis Huff
Jim Crenshaw
Steve Young
Doug Sisemore
200-250 EX.
Joe Henry
Stan Anderson
Merril Beidlemann
George Carter
500
Paul Donaldson
Pierre Bares
James Jacobson
650
John Borden
Dan Holly
Paul McKenzie
Art Mies
500-650 AM.
Bob Bruhr
Bill Doran
Jeffry Hammond
500-650 EX.
Cliff Aksland
Steve McCants
Rodney Norgarrd
Frank Hall
HACKS
Ted Hinyon
Robert Zitlau
William J. Bass
Wm. Bickertaff
Joseph Barlou
Bill Krejer

ELSINORE
May 10, 1969

100 NOV.-1 MAIN
Gregg Wickam Suz
Larry Shaw Hod
Ray Hernandez Hon
100 NOV.-2 MAIN
Lou Harman Hon
S. Willoughby Yam
Mike Lund Hon
125 NOV.
Larry Bird Yam
Tim Gillett Bul
Loran Chapple –
200 NOVICE
Gregg Acker Hon
Tom Johnston Kaw
Bill Grunday Hon
250 NOVICE
James Chitwood Yam
Bob Huntsman Bul
Brian Savage Yam
Larry Preston Oss
350 & 500 NOVICE
Gary Nord BSA
Whitey Mai
OPEN EXPERT
R. Vanderpool Tri
David Rich Mai
100 EXPERT
Dale Hopkins Suz
Larry Shaw Hod
Greg Wickam Suz
200 EXPERT
R. Vanderpool Sac
Larry Bird Yam
Tim Gillett Bul
250 EXPERT
R. Vanderpool Oss
Chitwood James Yam
500 & OPEN NOV.
Mike Boyle BSA
David Luna BSA
D. Richardson Tri
SPEC. EXPERT
Bill Bartels H-D
R. Vanderpool Tri
SWEEPS
R. Vanderpool Tri

DIXON, CALIF.
SHORT TRACK
May 11, 1969
By W.H. Spencer

FIRST HEAT
Frank Gillespie Suz
Bill Verbiscio Bul
Dave Clark Bul
SECOND HEAT
Joe Henry Yam
Ray Beck Hon
Neal Blockinger Bul
THIRD HEAT
Al Kenyon Bul
Jim Foley Suz
Bob Bellino Bul
FOURTH HEAT
Jim Odom Bul
Chal De Cecco Hon
Steve Wilson Mon
FIRST SEMI
Frank Gillespie Suz
Joe Henry Suz
Nick Theroux Hon
SECOND SEMI
Al Kenyon Bul
Jim Odom Bul
Jim Foley Suz
CONSOLATION
Wheeler Gresham Suz
Ray Valne Tri
Russ Powell Bul
Bob Goodman Bul
15 LAP MAIN EVENT
Frank Gillespie Suz
Al Kenyon Bul
Joe Henry Suz
Nick Theroux Hon
Ray Beck Hon
Jim Foley Suz
Steve Wilson Mon

TROJAN SPEEDWAY
South Gate, Cal.
May 15, 1969

TROPHY DASH
Lee Stumpenhaus Bul
100 TROPHY DASH
Gary Scott Cim
SR. 50 LAP MAIN
Paul Wilde Yam
Dale Hopkins Suz
Jack Morgan Hod
Gary Scott Cim
JR. MAIN
Steve Italiano Yam
Mike Lund Hon
Bruce Baron Van
Robert Parr Suz
250 HEAT
Lee Stumpenhaus Bul
Irwin Moon Bul
Robert Hill Yam
Jim Arledge Yam
Gary Jones Tri

NITE TT RACES
Perris, Calif.
May 10, 1969

100 NOVICE A
Bill Dobbs Suz
Jeff Sexton Hon
Robert Sanders Yam
Jack Hollis Hon
Brent Leroy Hod
100 NOVICE B
George Luther Yam
Walt Foster Suz
Phil McDonald Yam
Bob Kline Suz
Dennis Aguirre Kaw
100 AM.-EX.
Steve Nichles Yam
Jim Gilchrist Yam
Sandra Lambert Hod
Sheila Talbot Hon
Richard Sweeney Kaw
125-175
Roger Osburn Yam
Ron Lambert Yam
W.R. Mudge Oss
Paul Lambert Hod
John Cornett Oss
200cc
Loyal Penn Bul
Jimmy Stein Yam
655 -
Brent Leroy Bul
John Cornett Oss
250 NOV. A
Bob Greenstreet Bul
Chet Burt Bul
Bruce Kissack Tri
Larry Purcell Yam
Larry Stapleton Yam
250 NOVICE B
Dennis Creason Bul
Stu Cox Bul
J. Fishback Jr. Yam
Bob Morrison Kaw
Ric Bill Gre
250 NOVICE C
Tim Abshier Yam
Paul Lass Suz
Mike Wilson Oss
Boyd Mason Yam
Peter Ricker Bul
250 AM.-EX.
Loyal Penn Yam
Rick Tabbot H-D
Vince Graves Suz
Ron Moore Yam
Dave Carlton Bul
NOVICE MOTO
Robert Michle Tri
Dave McMahon BSA
Mark Bailey Hon
Bruce Prior H-D
John Jones Mai
EX.-AM. MOTO
Jim Hunter BSA
Tony Denius H-D
Mike Posey Tri
Bob Rudd Hon
Jenny Stein C-Z

ASCOT PARK 1/2-MILE
Gardena, Cal. May 16,
By Carol Sims
15-LAP EXPERT MAIN
Mel Lacher H-D
S. Seabourne BSA
Ron Kruseman Tri
Pat Gosch Tri
P. Conserriere H-D
Lloyd Houchins BSA
Sammy Tanner R.E.
Jim Odom H-D
Carl Patrick Tri
Chris Hansen H-D
Time: 5:55.07
10-LAP AMATEUR MAIN
Terry Donaher Vel
Don Dudek Tri
Rob Fulton H-D
Stan Hill BSA
Ron Spillman Tri
Randy Smith H-D
Ray Vanti Tri
Keith Mashburn Yam
Time: 3:59.69
8-LAP NOVICE MAIN
Freddie Edwards Yam
Don Emde Suz
Tod Sloan Kaw
Rick Talbot H-D
Guy Smith Suz
D. Palmgren Yam
Rik Holly Hon
Milo Walz Hon
Chuck Hart Hon
Dick Catuto Yam
Time: 3:18.10
3-LAP EX. TROPHY DASH
Mel Lacher H-D
Pat Gosch Tri
K. Mashburn Yam
S. Seabourne BSA
Time: 1:12.06

RESULTS

LIONS DRAG STRIP
Wilmington, Cal.
May 18, 1969
By Dan Zeman

TOP FUEL			
Ken Kotalac	10.78	139.00	Vin
EUNNER UP			
C. Bailey	---	-----	Nor
TOP STREET			
Dirk Luist	13.00	100.89	Kaw
TOP MODIFIED			
Inglewood H-D	11.62	115.38	H-D
TOP GAS			
Tim Mark	10.92	126.00	H-D
STREET			
B-Jim Sherwin	13.80	95.00	H-D
C-Bob Ebeling	12.89	104.28	Tri
D-Dirk Luist	13.00	100.89	Kaw
E-M. Velasco	13.00	93.20	Bri
F-R. Martindale	15.30	84.42	Yam
G-E. Coonfield	15.41	82.72	Suz
H-R. George	17.87	70.58	Yam
MODIFIED			
A-Inglewood H-D	11.62	115.38	H-D
C-J. Houston	12.54	106.00	Tri
D-J. Murphy	12.48	112.21	Kaw
F-Jack Linn	12.57	102.99	Suz
GAS			
A-Tim Mark	10.92	126.00	H-D
C- Decker	12.97	107.00	Tri
D-2Cycle Mod.	11.90	113.01	Suz
E-Carl Johnson	13.18	101.00	Yam

CHAMPION SPEEDWAY
MOTOCROSS HIGH POINT
LEADERS
By W.H. Spencer

Bill Kubasek	Pen	3900	125 jr.
Steve Muscatel	Kaw	3727	250 sr.
Kevin Kilgariff	Hus	3450	Open
			250 jr.

SIDEWINDERS M.C.
Portland, Ore.
May 16, 1969
By Marie Layton

TROPHY DASH-NOVICE	
Mike Gregg	Bul
AM. TROPHY DASH	
Bill Elder	H-D
EX. TROPHY DASH	
Dick Donaca	Tri
NOV. CONSOLATION	
Phil Pfau	Bul
EX. CONSOLATION	
Doyle McNatt	Tri
NOVICE MAIN	
Carrel Cotton	Kaw
Mike McCall	Kaw
Mike Gregg	Bul
Jerry Bergquist	Kaw
Don McShane	Suz
AM. MAIN	
Bill Elder	H-D
Bill Jackson	Tri
Bill Cook	CZ
J. Herschback	BSA
Len Miller	Tri
Terry Nieman	Tri
EXPERT MAIN	
Mark Williams	Tri
Gary Davis	Tri
T. L. Hoglan	Nor
Dick Donaca	Tri
Ike Reed	Tri
Jim Smith	Tri
Jim Gale	Tri
Ed Richardson	Tri

AMA DIST. 37 TRAIL BIKE STANDINGS
1st QUARTER 1969

Po.	1969 No.	Name	Pts.
1	1	Jack Morgan	980
2	15	Jeff Wright	755
3	2	Wes Anderson Jr.	570
4	24	Dean Goldsmith	555
5	42	Gene Cannady	465
6	12	Jim Sumners	435
7	71	Alan Peppel	425
8	28	Mark Rader	395
9	108	Don Eide	385
10	696	Claes Nilson	350
11	6	Terry Clark	350
12	7	Bob McLaughlin	345
13	48	Robert Duncan	310
14	18	Ian Drake	305
15	302	Robert Kessler	295
16	839	John Coots	285
17	10	George Flanders	265
18	67	Ron Burpo	261
19	101	Robert Fortier	250
20	34	Lynn Wilson	249
21	64	Tim Ryan	245
22	244	Ken Buckspan	233
23	20	Wayne Ragland	230
24	46	Jan Ditson	221
25	40	Randy Klassen	215
26	100	J.R. Artz	210
27	17	Fred MacDougall	202
28	476	Dick Moseley	188
29	224	Milton Krause	185
30	626	John Nixon	185
31	25	Ira Mahoney	170
32	110	Cordis Brooks	170
33	112	Jim Warner	162
34	23	Gary Griffin	161
35	51	Al Wurtzel	160
36	154	E.C. Birt	160
37	19	Hugh Gipe	155
38	152	Jack Garjian	155
39	727	Stephen Goldberg	150
40	56	James Domay	146
41	146	Steve Fortner	142
42	16	Edward Crowell	130
43	73	L.E. Peters	120
44	44	Thomas Jenkins Jr.	125
45	26	Ken Markham	125
46	998	Terry L. Jetton	125
47	199	Sandy Termin	125
48	39	Warren Griffin	120
49	14	Jerome Johnson	115
50	534	Jim Vericker	113
51	4	Jack Froelich	110
52	331	Roger Engler	105
53	60	Jerry Heininger	105
54	305	Don Watkins	105
55	96	Robert Lewis	105
56	32	Dwight Martin	105
57	269	Bruce Rothenberger	105
58	53	Leo Froelich	103
59	257	Bill Tilly	103
60	141	Ron Matheny	100
61	52	Jim Brown	100
62	22	Laurence Mulock	96
63	209	Mary Eyre	96
64	79	Earl West	90
65	508	Patty Domay	90
66	92	David Simons	86
67	147	John Preiss	85
68	M 165	Paul Nyland	85
69	45	Roger Peters	85
70	54	Robert Waters	80
71	9	Ray Barnett	80
72	82	Tracy Saylor	75
73	85	Mark Wilson	73
74	38	Wes Anderson Sr.	71
75	957	Bill Messer	70
76	744	Clyde Litton	70
77	21	Monte Lee	70
78	59	Pete Foster	70
79	270	Soto Armijo	69
80	131	Don Emler	65
81	371	John Feather	65
82	87	Don Sillings	65
83	498	Glenda Holeman	65
84	145	Bob Bell	62
85	94	E. Moe Bell	61
86	802	Jack Habecker	61
87	61	Jim Clancy	61
88	251	Wallace Teagarden	60
89	178	George Curry	60
90	322	Mary Brooks	60
91	518	Gene Weller	60
92	78	A.L. Benton	60
93	95	David Trib	58
94	421	Rick Artz	56
95	789	Jerry Hill	56
96	81	Mike Brown	55
97	5	Frank Morgan	55
98	137	Allen Lund	55
99	294	Cathy Truesdale	55
100	295	Joe Bell	55
101	620	Bob O'Bryant	55
102	527	Dave Scales	55
103	234	Larry Upp	52
104	632	Walt Baehr	52
105	226	Kelly Sullivan	51
106	364	Don Holz	50
107	296	Russell Borders	50
108	506	Tom Fee	50
109	954	Raymond Cliburn	50
110	958	Dave Ekins	50
111	904	Val Morris	48
112	255	Larry Sproles	46
113	433	Ken Warner	46
114	860	Richard Davis	45
115	M 110	Dennis Patterson	45
116	M 129	Fred Hawkins	45
117	645	Wm. Steffensen Sr.	44
118	M 167	Philip Hendricks	43
119	160	Jon Leary	42
120	M 144	William J. Main	40
121	479	Rick Norris	40
122	478	Ronald Visca	40
123	174	Jack Dannenberg	40
124	144	Mike Lyle	40
125	66	Geoffry Crowther	40
126	561	Larry M. Watkins	37
127	463	Edward Dollins	37
128	713	Larry Sebastian	36
129	170	Charles Sallee	35
130	138	Larry Hearn	35
131	102	Larry Sovern	35
132	682	Clark Bachman	35
133	501	Danny Kerr	35
134	336	Edward Woolan Jr.	35
135	109	Ralph McCarthy	34
136	494	Bradley Waldron	30
137	436	Scott Pekley	30
138	177	John Speakman	30
139	225	James Jacks	30
140	127	Bob Krammer	30
141	M 177	Gary Little	30
142	74	Jack Binning	30
143	123	Bob Griffin	28
144	M 140	Don Foster	27
145	838	Richard Dorr	25
146	667	Joe Ambrose	25
147	590	June McNamee	25
148	308	Don Woodward	25
149	211	Frank Cochrane	25
150	157	Tom Brooks Jr.	25
151	151	Mike Adams	25
152	740	Ed Thomas	23
153	407	Benton Cheatwood	23
154	57	Hime Oshima	23
155	M 104	Bruce Olafson	22
156	757	Eddie Babb	22
157	573	Randall McDowell	22
158	M 137	Ray Trierweiler	21
159	201	Ed Akman	21
160	363	Richard Fuller	21
161	366	David Catlett	21
162	488	Jeff Smith	20
163	11	Ed Scheidler	20
164	334	Alvis Woolam Sr.	19
165	617	Edward Rowley	19
166	M 163	Michael Kustich	19
167	510	Orrin B. Dyer	18
168	981	Rodney Hunt	18
169	987	David Fisher	18
170	280	Larry Mullen	17
171	743	Ray Morrow	17
172	477	Patricia Clagg	16
173	741	Douglas Fuhrman	16
174	200	Don Woods	16
175	262	Lee Runnels	15
176	282	Tom Crim	15
177	450	Gene Moffett	15
178	606	Steve Anderson	15
179	690	Robert Littlefield	15
180	828	Steven Castro	15
181	851	Gene Beattie	15
182	M 150	Neil Barker	14
183	911	Paul Lane	14
184	496	Kim Bradenburg	14
185	333	Walker Yetto	14
186	936	Ken Crabtree	12
187	543	Louis Gaebel	12
188	358	Don Blain	12
189	329	Aldrich Puchalek	12
190	292	James Scarberry	12
191	781	Mark Adent	11
192	M 121	Tom Vigar	11
193	755	John Coppage	11
194	490	Jim Honeter	11
195	459	Walter Pease	11
196	205	Sam Forney	11
197	194	D.J. Russell	11
198	799	Jamie Wilson	10
199	315	Cobb Kloek	10
200	190	William A. Dick	10
201	321	Karl Hettinger	9
202	388	Larry Roeseler	9
203	791	John Mills	9
204	822	Lane Ramsey	9
205	M 164	John Shickle	9
206	290	Jerry Eyre	8
207	291	Craig Forney	8
208	592	Tracy Huyck	8
209	692	Bob Shaw	8
210	849	Pat Bolstad	8
211	877	Stephen Kolseth	7
212	M 196	John Jones	7
213	946	Don Scofield	7
214	941	Tom Woolson	7
215	754	David Sickel	7
216	576	Bill Dean Jr.	7
217	373	Dave Griffith	7
218	268	Alan Wallis	6
219	607	Vince Eyre	6
220	921	Jack Crotts	6
221	236	Bob Parks	5
222	485	Dave Corrao	5
223	707	Ernie Mahoney	5
224	719	Fred Rice	5
225	795	Don Bombardier	5
226	899	Walter Mellinger	5
227	252	Mike Schmitt	4
228	267	Ronald McAlister	4
229	271	Jack Verbois	4
230	470	Tony Rogers	4
231	445	Raymond Williams	3
232	693	Jim Lang	3
233	608	Brad Eyre	3
234	84	Ronnie Paul	3
235	320	Greg Hawks	2
236	777	Dan Henslee	2
237	925	Stanley Vines	2
238	532	Joel Semple	2
239	511	Thomas Carlson	1
240	220	Bob Roady	1
241	760	Bruce Ogilvie	1
242	811	John Waddell	1

MID-SOUTH ALL MOTORCYCLE
DRAG MEET. Stuttgart, Ark.
May 18, 1969

TOP FUEL			
Dave Campor	9.37	161.57	H-D
TOP GAS			
Dennis Miller	10.27	138.27	H-D
JR. ELIMINATOR			
Bob Thomas	11.91	115.13	H-D
RUNNERUP			
Wendell Turner	----	115.00	H-D
MOD. STOCK			
Frank Russell	12.38	104.15	Yam
RUNNERUP			
Chas. Dawson	12.40	108.00	Tri
STREET STROKER			
Eddie Coleman	11.75	117.93	H-D
RUNNERUP			
Curt Weber	11.88	113.63	H-D
STOCK STREET			
Gary Callaran	12.03	102.00	H-D
RUNNERUP			
Ovile Breaux	13.40	99.00	Tri
PURE STOCK			
Pete Johnson	13.82	95.13	Kaw
WHEELIE CONTEST			
Chas. Dawson			

LUCKY WHEELS 7th ANNUAL LAS VEGAS RALLY INCOMPLETE
May 10 – 11, 1969
By Bill Harmer

SPECIAL TROPHY – Delmar & Berite McCoslin, FATTEST RIDER – J.J. Ray (Gypsy Wheels), SWEEPSTAKES – Carol M. Peat (Poway), FIRST ENTRY RECEIVED – Henry Webster (Socials)–Yuma, Carol Van Zandt – Las Vegas.

FIRST MAIL IN ENTRY–William Vining – New Mexico, YOUNGEST AMA MEMBER – Martha Butcher (4 months old), YOUNGEST AMA RIDER – Francis A. Sherman (Social Riders), LARGEST FAMILY GROUP – Ollie Porterfield, OLDEST RIDER: 1st Clair Westfall – 74 years, 2nd Howard (Pop) Sponsler – 65 years.

OLDEST MOTORCYCLE–Horace Williams on a 1946 Harley-Davidson, OLDEST AMA MEMBER – Arlene Carpenter –57 yrs. Life Member (Motor Maids), LONG DISTANCE RIDER – William Vining – Albuquerque, New Mexico, OLDEST MOTHER – Agatha B. Vernon (Road Riders), YOUNGEST MOTHER – Donna Bailey (Gypsy Wheels), BEAUTY QUEEN – Jody Hanna, BALDEST HEAD – Mark Ford.

MALE SOLO: 1st John E. SPikre – (Honda Limited), 2nd Roger L. Hempsted (Pacific Coasters), 3rd Richard H. Mason (Social Riders), 4th Carl Warden (Honda Limited), 5th Earl W. Holmes, 6th George Rainey, 7th Thomas Owing (Tucson Crowns), 8th Dennis Blair (Silver Links), 9th Ted Howard (Terrapins), 10th Carroll Van Zandt, 11th Charles De Wolf, 12th Gale M. Cantonwine (Road Kings), 13th George E. Miller, 14th Joe Gobbi (Pacific Coasters), 15th Delmar D. Dutcher.

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GUEST EDITORIAL Cont'd.

the A.C.A. prospered in road racing and also branched out into flat track and motocross.

About 1966 the A.F.M. began to come on again and soon there grew a rivalry between the two clubs as well as between the leaders of the clubs.

At the end of the 1968 racing season the hostility between the two clubs was very apparent, the question was, what was to be done? Were they destined to become even more distant or could something be done to bring a little cooperation? A doubly puzzling question because no one seemed to be interested in any type of agreement.

Then the A.F.M. got the chance to break the ice. Both clubs had scheduled a race for the same day, the AFM at the newly opened Orange County Raceway and the A.C.A. at Riverside Raceway. Now it is well known to all on the inside that the race dates for the Riverside track are set in the beginning of the year and there is no changing them, so the A.F.M. made an intelligent decision to put their race off for one week. It looked like the ice was finally broken. All would be well between the clubs now. Ha!

The A.F.M. had an election of new officers, with several of the old ones bowing out and a new breed coming in and sure to do big things.

They did.

The first thing the AFM did was refuse to accept the other MICUS clubs' competition licenses (all MICUS associated clubs had honored the others' licenses in the past) for their Senior events. This not only caused the already overcharged riders to wail, but the ACA then refused to accept the AFM licenses. Why not, what is the line about the goose and gander? (The ACA does however accept any other MICUS professional license.)

I asked the AFM National Rep., Tom Finley, who's idea it was, his or the new president of the So. Calif. chapter, John McLaughlin or The Natl. Technical Committee (who issues their rules), or who? Well, no one wants to cop out to that one and no wonder!

The AFM also jacked up their entry fee for pro classes to $15. This they claim is due to rising costs.

The ACA kicked off the 1969 racing season with a very good race at Willow. They had almost 150 entries. The AFM unfortunately was to claim its first fatal accident. Was it just the odds or was the track more dangerous than was thought? On May 4th this and many other questions were to be answered.

NOTE: The editors do not necessarily agree with the opinions expressed in this department, but publish them in the interest of free speech. Equal space will be provided to any who wish to take issues with the statements offered here.

The 4th of May was the annual spring date for Riverside. The AFM elected to go ahead with their race also. L.A. chapter Pres. John McLaughlin said in a meeting prior to the race that the Orange County Raceway officials were pressuring him to keep a once a month date. Their idea was to establish a regular routine for their spectators.

The result of this was doubly disasterous to the AFM. The weather was bad the night before and the morning looked wet. The ACA was in luck, the morning at Riverside when the riders signed in was blessed with rain but by 10 a.m. practice time the track was dry and so clean you might have thought it had been vacuumed with a giant Kirby. It cleared up and the nearly 100 entrants took to the track for the last time in its present state, because the day after, construction began on an entire remodeling of the track. The farewell race at Riverside was a success.

The AFM race at Orange was another story. The track was wet, sandy, and oily. Rising competitor Barry Provisor, who rode his Yamaha in the expert class, described the track conditions as horrible.

Although they ran the track in the opposite direction death plays no favorites. For there was another fatal accident, this time to a passenger on a sidecar racer.

I cannot attest to the conditions myself as I preferred to ride that last one at Riverside but one thing I am sure of. I have ridden Orange County too, and when it comes to a choice of two races, the best track will get the most entries. Next time we will take a deep look into this money situation. If you have any opinions drop me a line c/o Cycle News.

RON AND JOHN STILL LOOKING FOR A WIN ON THE GRUELING EUROPEAN CIRCUIT.

Suspension problems dogged John De Soto throughout the Italian GP. He liked the course and felt he'd do well but after four hard laps in the first moto the rear shocks froze up, putting him out of the race. He replaced them and was ready for the second moto. In the first lap a Russian rider fell in front of him and John went down. He got back up and began chasing the pack. He never saw them. The front fork seals gave out and soon there was more oil on John than in the forks.

John says, "I'm on my head all the time – but that's my strongest part." He bent the cross bar on the handlebar with his knee in one fall...

The Yugoslavian course was described by Ron Nelson as "very rough and tiring." Ron finished his first Grand Prix there with a 17th place overall.

On the French course the American's troubles kept them from getting everything together. John was off to a good start and was running third when he got in a crash. After a poor start, Ron worked his way up from last to about fourth when his throttle started sticking. Ron ended up eighth and John Sixth. In the second moto John ran fourth a lot and ended up sixth. Ron got up to fourth but the chain came off with one lap to go and he finished last. In the last race the two tangled leaving the brakeless John to finish last while Ron managed a sixth place. They made $270 for their efforts.

SCRAMBLIN AROUND

By Maureen Lee

The Powder Puff Association held their race last Sunday (Mothers Day) and for the second year straight it turned out great. We weren't there but our grapevine kept us posted. There were the usual complaints, but what scrambles doesn't have some? One thing we always tee-hee over is that the Powder Puffers are among the few who control the start-jumpers or maybe we should say, take time to control the jumpers. Last year, yours truly put John Rice and Tony Denius back and this year starter Tiny Doron put her dainty foot down and did the same thing. So once again John and Tony were on the back line. Can you imagine bikini pants on a starting flag? Maybe that really shook some of the troops up this year.

The girls do a good job and the sport can be proud of them, even if one male member of another club said wistfully, "If our little club could get as much help as the girls do, we could throw a good scrambles too."

The Bixby Slough area is up in the news again. One Los Angeles City Councilman apparently doesn't want any motorcycles in the area. John Gibson is his name and if he gets his way, the slough will be fenced off for all time. So if you're one of the riders (like us) who like to ride the slough, DO something about it and just don't gab. See the editorial running separately on the situation.

Fellow columnist Bill Blakeslee has a feature called a "Whotsit" and as a tip to Bill, another writer, Jim Davis, is building one in his garage that will be quite interesting when it's finished. That's all we'll say!

We thoroughly enjoyed riding the desert Sunday (well, almost!) and can see where it can really get under your skin. But personally, if we fall down boom we like having people around (and ambulances if needed) within minutes of hitting the dirt and when ye olde bikey breaks, we like the tool box within pushing distance. So, O.K. we're chicken, but we'll tell you one thing: we've always had a great deal of respect for the desert brigade, and now after seeing the country they ride across fullbore every weekend, we have even more respect.

This is the week the specialized District 37 Competition Committee meeting will take place to come up with some new proposed changes in scrambles. Ben Bok will officiate, with Dick Kouns and Sam Crooks doing the talking, assisted by John Rice. Now some of you may ask how come John? First, he's our number one heavyweight scrambler and he's been riding a good many years (even if that statement does make him sound like an old man which he isn't). However, John rode the last Catalina, is a veteran of the old Rusy Nails and San Pedro tracks when he was a novice and has seen the tremendous changes come about with the arrival of so many lightweight machines on the market and he can come up with some good suggestions. With the Board in office this year in District 37, we'll guarantee one thing: there'll be some action instead of just talk.

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Bixby Slough Riding Area Development In Trouble

By Maureen Lee

SAN PEDRO, CAL. – The development of part of Harbor Park (popularly known as Bixby Slough,) as a cycle playground has run into problems and readers are asked to help. Should motorcyclists fail to bring some pressure to bear, the area will be completely fenced off from any further use at any time.

According to the people who are trying so hard to preserve part of this area for motorcyclists, the problem is Los Angeles City Councilman John Gibson. Mr. Gibson does not want motorcyclists in that area. According to a spokesman for the 'cyclists group, which also includes Harbor area Chambers of Commerce and the Jaycees, the opposition's statements are approximately the following: "Once we let the bike riders in, we'll never get them out", "Bikes will be allowed in there over my dead body," and "we're against it because it's not consistent with the intended use of the area. We've tried for twenty years to get the park in there and it's not going to be changed now."

The plans for the area that Gibson is for will make the area now used for trailing into one large bird-watching facility, although the actual sanctuary was to be closer to the soon-to-be-build dam and the lake. If Gibson has his way this area will be just left alone and not used for anything.

The 'cyling group originally asked for the use of the land until something else was planned for it which could conceivably give riders quite a few years to use it, and also permission to be able to use any land left over from the next developmental stage of the park. Their idea was a park with boating, fishing, picniking, bird watching in the quiet hours and a place for motorcycle events.

Any local authorities that could be thought of were approached and were very favorable to the idea, realizing the need for close-in motorcycle areas that were properly controlled. The area was canvassed as to resident's reaction. There is no noise problem, and all were favorable except for two and one complaint was against riders screaming up and down the streets.

The Recreation and Parks Committee held a meeting where both sides could discuss this and the outcome was the Committee decided this was a local problem and that both parties should settle it between themselves, with the Commission willing to accept the settlement. Therefore, the idea of having part of the park as a riding area is not lost, but we must work together.

Councilman Gibson has repeatedly said he understands completely the need for such an area considering how things have changed and how popular family motorcycling is. He has offered help in finding another location for such an area and has suggested several other locations. All these have been checked by the 'cyclists group and have been found to be too close to settled neighborhoods where noise and the increase of traffic would affect residents. If there is one thing the average motorcyclist does not want to do it is create a disturbance. Harbor Park is a perfect place but Mr. Gibson is against it. We wonder why?

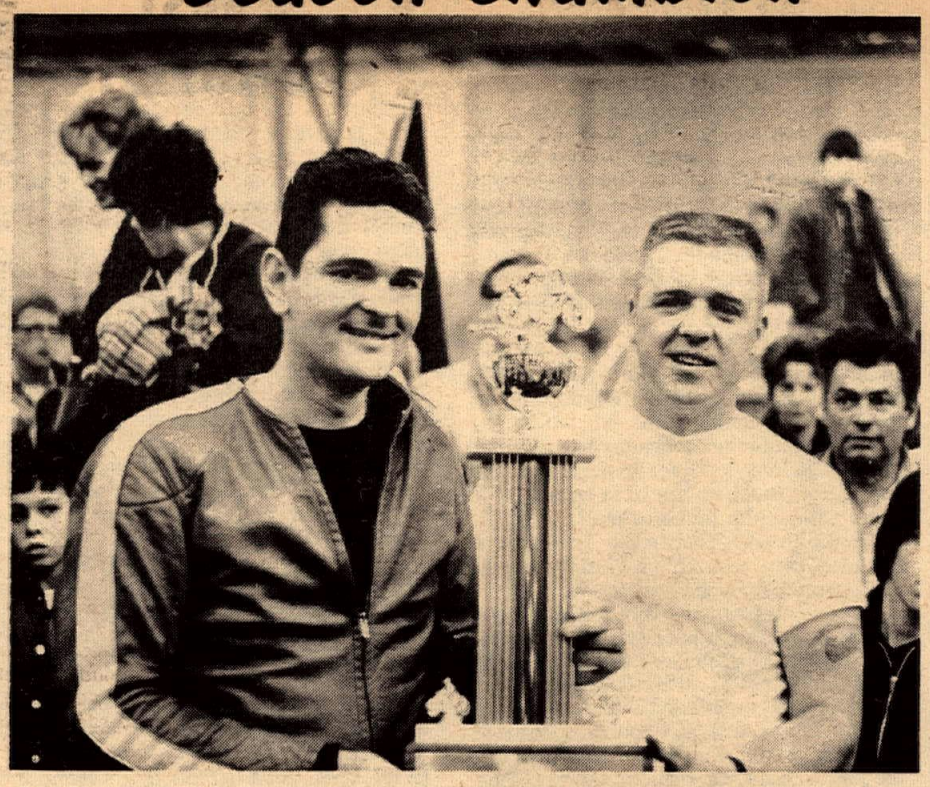
We also wish to point out that even if you personally do not live in the Harbor area or in the City of Los Angeles, Harbor Park is still public land and to develop it further, both State and Federal funds will be used besides local monies. This makes it a cause worth supporting by all because everyone pays State and Federal incomes' taxes. Therefore, even if you live way out of the locality, here is a chance to say where part of your tax money should go.

How much money? For fencing the area to keep the bikes out, $120,000! For the development? One million. These are tentative figures of course, pending bids but that's an awful lot of our money being spent on a development that could benefit us too, along with the bird people. An unofficial source says this money has to be spent now, or will be withdrawn so if it has to be used now, let's make sure we get something for it. Part of it belongs to all of us.

Here is your chance to yell and yell loudly. Write to your State Representatives and also let Councilman Gibson know what you think, plus the Mayor of L.A. (both in care of City Hall). They are all elected officials and are therefore hired by the people to consider their wishes. If you think you're too busy to write, Western Union has a very inexpensive rate on Public Service wires and they can be charged to your phone bill.

The 'cyclists group have some plans made, but it takes more than a small group to work on something like this. We must make the politicians realize that there are thousands of us, not just a few who are willing to fight. Either we completely lose a marvelous area or we retain it. It's up to us, now.

Season ChaMBion

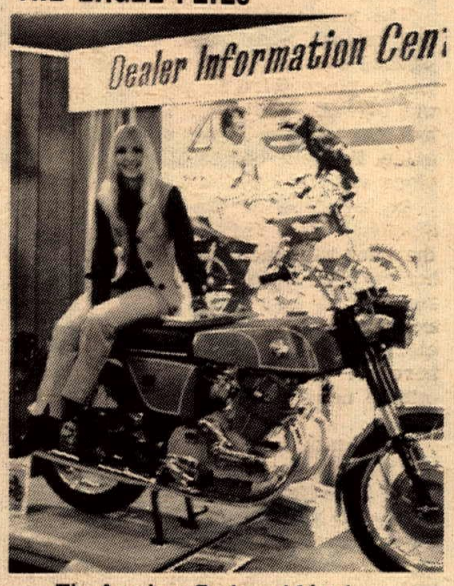


Ed Elliott, on the left, is receiving the season indoor championship trophy for the 100cc expert class in the races held at the Gold Creek Park, Woodinville, Washington. Presenting the trophy is Larry Garowski.
Ed is an MB sponsored rider and rode the XC100 to the point championship on the final night against four Yamaha's and a Hodaka.

AMA SUSPENDS RANDY ELLIS

Randy Ellis was given a 60-day suspension by the AMA after his tuner Don Johnson had an altercation with starter Les Morgan. A rider is held responsible for his crew's action under AMA rules.

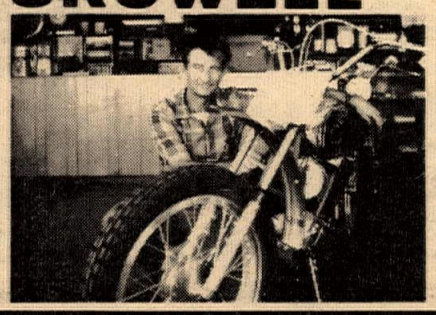
THE EAGLE FLIES



The American Eagle and friend.

Not everyone may wish to jump the American Eagle 750cc over the Grand Canyon as Evel Knievel plans to do, but it's a neat, powerful machine for flying along the freeway, even if it never leaves the ground. Knievel's spectacular 60-foot leaps at the recent Cycle World show proved the Eagle is a powerful, strong and good handling machine. It survived four jumps and a mile or so of abuse without a single ruffled feather.

INTENSIFIED
HODAKAS
BY
CROWELL



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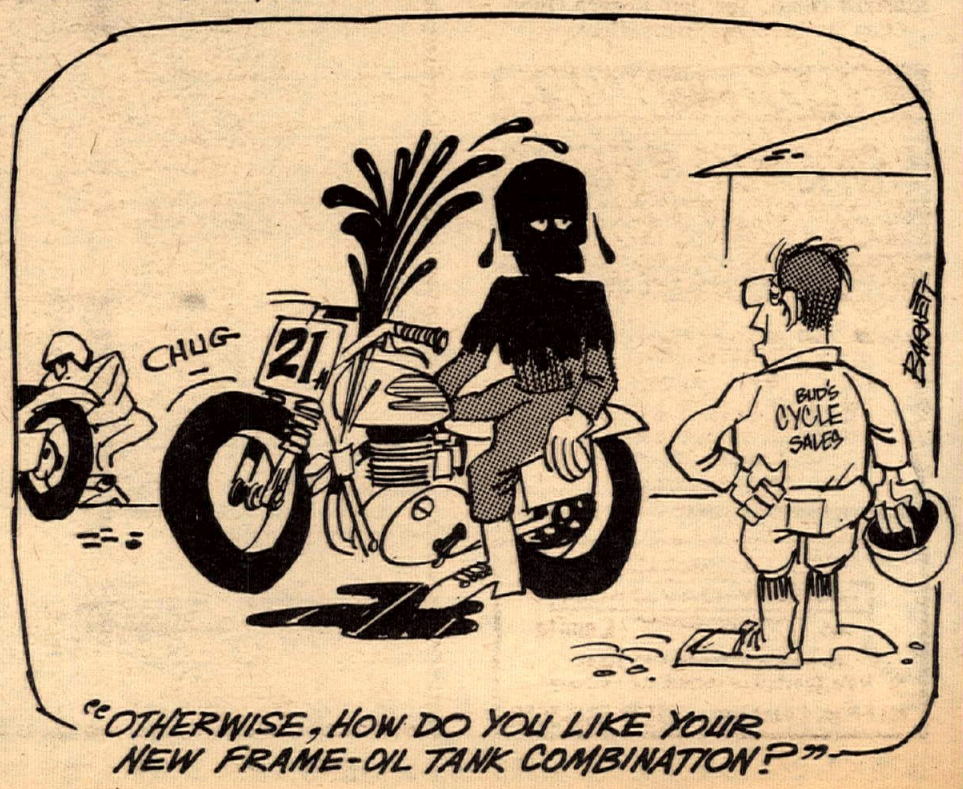

Grossi Dazzling At Champion

By W.H. Spencer

SAN FRANCISCO, CAL. May 11, 1969. Santa Cruz's Bob Grossi toured the recently opened Champion Speedway in fine style winning all three 250 Senior motos for a perfect 1200 points and a special "best rider of the day" trophy.

Young Grossi is leaving for Europe to represent the U.S.A. in International Motocross through the sponsorship of the Ridge Runners Motorcycle Club to which he belongs. He will start in Birmingham, England and be in Europe for two months.

Champion Speedway is now in discus-

sion with the International Motocross people for a July date.

Champion's best lap time was set by Grossi at a 1:17:01 but was tied by Dave Worth on a Penton until the second moto when Grossi turned a 1:16 flat. He said that five or six seconds will come off that....

The most exciting moto was the third 250 junior. With 139w, Phil Jacobsen winning the first two motos he merely had to place third in the final moto to win overall. While Ron Stockman, 142b, had his work cut out for him with second place finishes behind Jacobsen. Third place was held by Pete Marchand, 77c.

At the drop of the flag in moto #3 Stockman went right out to the head of the pack with Jacobsen and Marchand in hot pursuit. In lap #2 Jacobsen blew it and was all of a sudden in twelfth place and about 22 seconds back. But just like clockwork he began to gain two seconds here and three seconds there. At the 12 minute mark he was fourth and closing fast.

Meanwhile Stockman could do nothing but ride as fast as possible while trying to keep the field up with him. But Jacobsen had in mind to win the overall and in the second to last lap put himself in third and stayed firmly there and won it all with a total of 1025 points over Stockman with 1000.

RESULTS:

125 Jr. 1st Larry Batistone (Yam), 2nd Bill Kubasek (Pen).

125 Sr. 1st Dave Worth (Yam).

250 Jr. 1st Phil Jacobsen (Kaw), 2nd Ron Stockman (Yam), 3rd Pete Marchand (Kaw).

250 Sr. 1st Bob Grossi (Mon), 2nd Steve Muscatel (Hus), 3rd Rory Muscatel (Bul).

Open Jr. 1st Ed Gates (Hus), 2nd Kevin Kilgariff (Hus), 3rd Jeff Rogers (Hus).

Open Sr. 1st Steve Bales (Gre).

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Guest Editorial

By Al Mark

The 1969 racing season is well under way, and although I am a fan of all types of racing my favorite is road racing. Let me give a very brief history of this sport in our country, so as to possibly make my opinions of today's situations easier to understand.

Road racing in its present form started in California in 1953. It gained little or no serious attention, being outlawed by the A.M.A. due to equipment disputes, and unable to attract wealthy promoters because it was unproven in the dollars and cents department. With the invasion of the Japanese motorcycles around 1959, road racing began to catch on. By 1960 Honda was campaigning earnestly, and coupled with their tremendous impact on the retail market, it became apparent to the cycle world that road racing was here to stay.

In 1956 Alan Tompkins started the American Federation of Motorcyclists, first club in America to race with the European Grand Prix rules. In 1958 Tompkins quit and the club installed a new leader, Wester S. Cooley. In the next few years the A.F.M. ran in conjunction with the California Sports car club, sharing the same race programs and bringing the motorcycle to the attention of hundreds of thousands of people who at that point probably thought a Suzuki was a razor. Cooley gained control of Willow Springs & Riverside Raceways and also ran many all-motorcycle events at these tracks. It is in fact history now, that the A.F.M. under the direction of Cooley that was the stepping stone for the Japanese motorcycles' invasion of the American market. It was not until several years later, when it was obvious even to the blind, that the A.M.A. created a class for these lightweight machines, which would allow them a still greater audience, as the average A.M.A. type enthusiast would not have walked across the street to look at an "outlaw" event.

Then in the early 60's Cooley began to have trouble with everyone, his personnel disagreed with him on how and when to race, the riders seemed to find endless things to complain about and in the background all the time was the fact that the A.F.M. was incorporated as a non-profit organization, which caused other problems too small or numerous to mention.

So Cooley split with the A.F.M. and started his own club, to be called the American Cycle Association, A.C.A.

A.F.M. lagged for several years and

(Continued on page 28)

Gillespie Wins All At Dixon

By W.H. Spencer

DIXON, CA., May 11 – Frank Gillespie from Lafayette, Cal. won his qualifying heat, heat race, semi-main event and the main event to take home most of the prize money in front of approximately 1500 spectators at the Dixon fairgrounds.

This annual short track event in conjunction with the local fair produced some of the finest racing ever seen in California.

Bob Goodman returned to his Bultaco after a long break and beat out Bill Verbiscio and Butch Corder to win the first qualifying heat. Dave Hansen's Kawasaki was ill and he requested to try another machine from sponsor R. Cancilla and was allowed to ride a Sonny Kenyon Bultaco and won his qualifying heat with no problem. He was about to inherit the lead in his heat when a wire jolted loose sending him to the pits.

Al Kenyon, the "Cupertino Crusher," had a fierce duel with Lafayette's Jim Foley which lasted through the heat and even the semi with Jim winding up on the short and end with two seconds and a third in the semi behind National #77 Jim Odom.

Odom's night of racing was precarious looking as his Les Edwards tuned Suzuki wasn't right. He started the A&A Bultaco, formerly ridden by Mike Yarn of San Jose and went on to win the qualifying heat and heat race, shifting gears through the turns. He finished about two inches behind Al Kenyon in the semi when Kenyon almost lost it in the last turn.

Kenyon started the main ahead of Gillespie and Odom but had to relinquish the lead to Fast Frank who was a taste faster in the short straights. Jim Odom had to return to the pits while running third with a four inch spike in the rear tires.

The 20-year-old Orinda college student, Gillespie, turned in the fastest lap of 23:10 and won the main with Kenyon two seconds back and Sacramento's Joe Henry third.

Wheeler Gresham won the Consolation event from the back row.

(Results on page 26)

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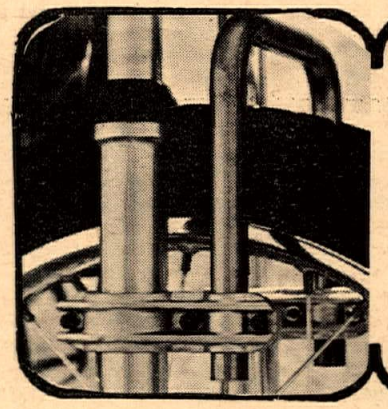

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PEOPLE PLACES THINGS

STAN BRYAN by Bill Harmer

San Diego accessory dealer Stan Bryan has been an active motorcyclist for 45 years. He has been employed in the business since 1930 as a salesman or a dealer.

He recalls that he courted his wife Janis on a motor-bike during the early depression years when he was an Indian dealer in Buffalo, N.Y. They have been married for 34 years.

Stan opened a dealership in San Diego, Cal. in 1948, handling the Vincent and BSA lines. In 1956 he opened his present accessory shop on India Street across from his hold friend Leonard Andres Harley-Davidson shop.

Because he really loves the sport, Stan is always an easy touch when work or assistance is needed in staging various motorcycle events in San Diego, whether it be among the competition riders or the road riders groups.

Stan has acted as Master of Ceremonies at the annual San Diego Sports Committee award banquet for the last 14 years. Stan still rides; he has a 650cc Panther single which he rides to work in fair weather.

There is nothing Stan enjoys more than to have cyclists drop in and do a little "Bench racing" or "Table top touring".

CYCLE PROFILES

By William Thyrde
Art By B.E.R. Service

The motorcycle has gone to war, too. Now reconnaissance platoons of the U.S. Army's 25th Division in South Vietnam drive 175cc Hondas over country roads along the border with Cambodia.

"Nam's Angels" is the nickname of the new cycle operation.

SP4 James G. Tomusko of Lorain, Ohio waxes very enthusiastic about driving his Honda for the Army. "Sure beats walking over these dusty roads under a hot sun."

Driving a motorcycle makes these soldiers feel much more at home in Vietnam.

Four scouts driver over the countryside on the mission of spotting Communist concentrations of men and caches of supplies. Behind them, and providing fire cover for scouts, are three jeeps with mounted machine guns.

It is grim and deadly work. The reconnaissance cyclists have been credited with a number of successes. On one mission they pin-pointed an enemy supply of rockets. At this writing, they have not come under enemy fire. One explanation is that constant patrolling of the border has not given the Reds a chance to build

up strength and get entrenched.

The Army cyclists wear heavily camouflaged helmets, pack 45's, and wear flak jackets and fatigues.

Maintenance is a problem. The clouds of dust they churn up on the sun-seared country roads make for a constant need of spare parts. The Army has been trying to keep the cyclists supplied with parts from motorcycle shops in Vietnam. Right now the Army does not stock cycle parts.

The cyclists have been clamoring for tough scramblers, with more power.

It is expected they will get more powerful bikes as they continue to demonstrate that motorcycles can do a real job in warfare.

Kretz Born 30 Years Soon

Now 57, husky Ed Kretz Sr. sits in his Monterey Park, Calif. motorcycle shop these days and wonders if he wasn't born at the wrong time to become a champion in the wrong sport. Ed is a legend in his own time, the greatest motorcycle road racer, mile track rider and TT racer of all time. He raced for 25 years, won a national championship at 43, took eleven national titles, was Pacific Coast champion 14 years and coached his son, Ed Jr. who won two national titles.

Ed Sr., however, never won more than $800 prize money in one race in his life. Usually he was paid $300 for wins at Daytona, crossing the country to get that much for 200 miles of gruelling competition. It was almost routine for Kretz, nicknamed "Iron Man," to finish a 200-miler over rugged hills and flats four laps ahead in a race that took four hours and a half. He says the skin was worn off both his hands.

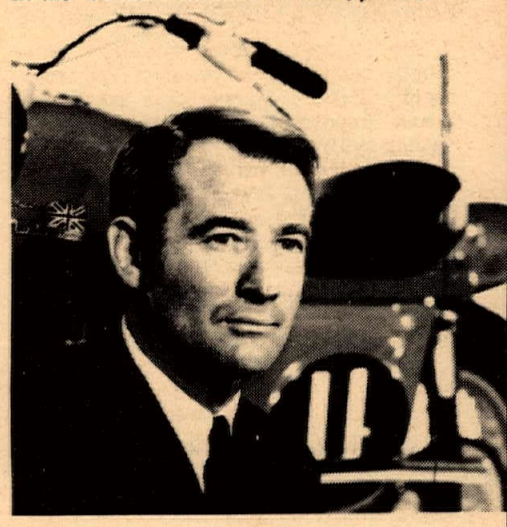
Kretz had accidents, suffered concussions, cracked ribs, injured shoulders and cuts and bruises galore. He once was leading a race at Oakland's mile speedway when rounding a turn he saw a rider down in front of him. He was traveling 105 miles an hour but so great was his mastery of his bike he laid it down and emerged with nothing more than a shoulder injury. He was back racing a month later.

Old time motorcycle race mechanic and critic Joe Walker, now the H-D dealer in Santa Ana, Calif., says Kretz had more strength and stamina than three men his size. He stood 5-8 and weighed 180, a former hay truck driver and a bull of a man.

LYNN WINELAND PROMOTED

Former promotional department head Lynn Wineland has been named Marketing Director at Steen's Inc. Wineland has done the firm's advertising and promotional work since 1958, shortly after the company's inception, joining them on a full-time basis in January, 1966. Since that time, he has served in product development and negotiations for new lines, as well as in advertising.

Formerly with Petersen Publishing Company as Art Director, and Editor of various automotive magazines and books, Lynn left to freelance in 1964. Author of The Complete Book of Motorcycling, and Motorcycle Sport Book, as well as appearing in print in every American motorcycle magazine, plus major foreign journals, he is best recognized as an authority on the International Six Days Trial. Wineland rode with the U.S. team at the '64 ISDT in East Germany, carry-



ing a helmet-mounted 16mm movie camera.

Not an "armchair quarterback", Lynn's involvement in desert racing and motocross keeps ads and products current with "where it's happening". He is a director and recent officer of southern California's American Motorcycle Association sports committee.

JESS PITTORE

JESS PITTORE is a member of the Napa M.C. of Napa, California and has been a cycling enthusiast for almost 5 years, riding a BMW. When his job as an assessment clerk for Napa County permits, he loves to get out on the road and see the countryside on his bike. He doesn't think that the road rider gets proper representation from the AMA and for the amount of dues and other fees collected, he thinks they could do a better job of lobbying against anti-motorcycle legislation and another pet peeve is the discontinuance of the "year numbered" pins with each membership renewal. He also believes that it should not be mandatory to belong to the AMA to participate in tours.

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YAMAHA FEATURED IN NEW MOVIE

The latest in racing movies, "Winning", starring Paul Newman (2nd from right), Robert Wagner (on bike) and Joann Woodward, finds Yamaha again "going Hollywood".

The choice for transportation, both on and off camera, is the 1969 model YCS1 (180cc) twin. The new flick is now showing nationwide with a story about racing drivers and cars. The plot centers around the Indianapolis 500.

Wagner and his wife both own Yamahas. He prefers the YCS1, while his wife rides a 125cc YS2-C. Paul Newman is also a Yamaha fan, owning and riding a YS2-C.

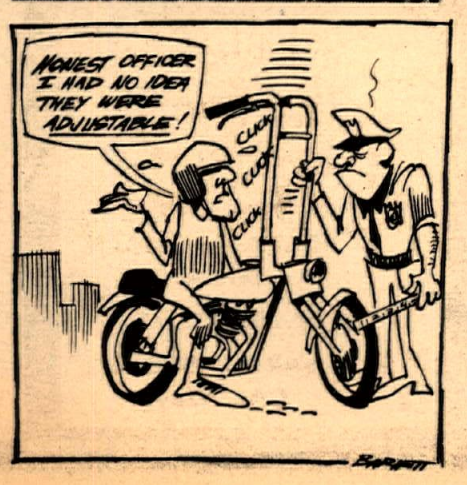
Producer Goldstone became a cycle fan during the shooting of the movie, and upon completion of the film, purchased a 180 Yamaha.

The film is the first in many years that deals with American racing. Many of the well known American drivers that compete in United States Auto Club (USAC) events are also in the picture.

YAMAHA CONSTRUCTS NEW TEST COURSE

Yamaha Motor Company, Ltd. has recently completed construction of a new million-dollar test course, located about 30 miles northeast of the Yamaha main factory in Hamakita, Japan. The course itself, roughly 8-shaped with an overpass, is 5,240 meters long.

It was designed especially to test drive new vehicles, production models, etc., and has a width ranging from 20 to 40 meters including a green belt, a 1,400 meter straight run and a 20 meter radius hairpin turn. Parallel to the course is a dirt track which can be used to test commercial motorcycles under adverse road conditions.

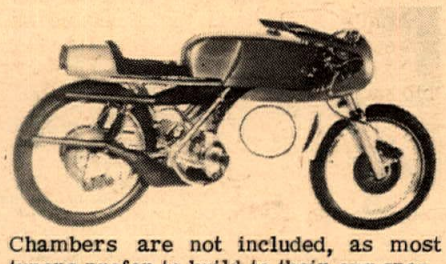


METISSE ROAD RACER CHASSIS FOR SUZUKI 500/FIVE

Rickman Brothers, of England, well-known for their custom Metisse scrambler, road racer and street frames, have added to the line with a newly developed road racer chassis. Designed to use a Suzuki 500cc – five-speed engine-gearbox, frame is constructed of Reynolds 531 steel tubing, nickel plated for durability and appearance. As in other Metisse frames, oil is carried in frame tubing, eliminating weight and bulk of separate tank.

Particularly notable are the latest Rickman-developed Lockheed brakes on both wheels. Discs are sintered-steel coated aluminum forgings, a new Rickman development which saves six pounds per wheel over all-steel discs. Rickman forks ensure finest handling.

Engine mounting leaves room for over and under routing of expansion chambers.

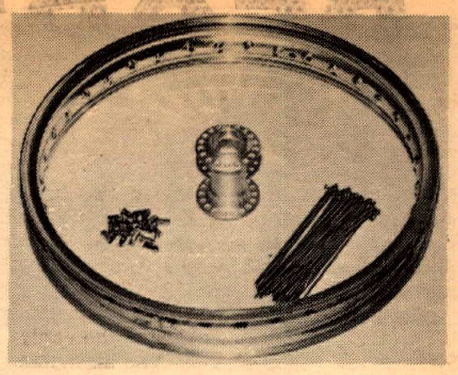


Chambers are not included, as most tuners prefer to build to their own specifications.

Choice of fuel tanks includes standard tank of approximately five gallons or Daytona-type of nearly 7 gallons. Fiberglass fairing is two-piece, and may be ordered in matching or contrasting colors.

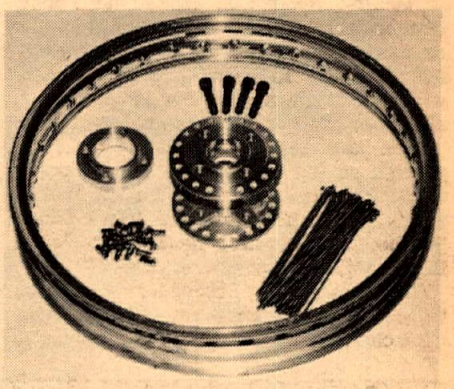
The Suzuki 500/Five Metisse road racer has been fully approved for competition by the AMA.

Complete details are available from the importer: Steen's, Inc., Box 2276, Alhambra, California 91803.



BUILD YOUR OWN WHEELS

M&W Engineering of Montclair, Cal. has introduced a complete front or rear wheel in kit form. The front wheel is priced at $39 and the rear wheel is $57. A choice of 36 or 40 spokes is offered, using a 15 or 17mm axle.



JUMP ON A WINNER

1st OVERALL

Red Dots Hare Scrambles – 5/11/69
1st Overall
Tom Poteet – Bultaco PurSang
1st 500 Amateur
Rich Shirey – Bultaco El Bandido
1st Overall 125cc
Ross Turman – Bultaco Sherpa 'S'

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1st Chuck Overland – Bultaco Metralla
2nd Kerr – Suzuki
3rd Makepeace – Suzuki

Production Class
Metralla
2nd Je Metralla
3rd Lindsey

Motocross Winner

ACA Motocross – 5/11/69
125cc Jr./Sr. Class
1st OVERALL
Jim O'Neal – Bultaco Sherpa 'S'

New d

Hayward TT Scrambles – 5/10/69
New Track Record Set by
Allen Kenyon – Bultaco PurSang
250cc Expert Class
1st Paul Johnson – Bultaco PurSang
2nd Allen Kenyon – Bultaco PurSang
3rd Bruce Teixeira – Bultaco PurSang

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(518) 372-4721

CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY P.O. BOX 498, LONG BEACH, CALIFORNIA.

IS YOUR CLUB LISTED HERE?

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, motocross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, motocross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy., Saugus, Calif. Post meeting refreshments.

ARIEL OWNERS M.C. California Branch. Info: Austin Munger, 550 N. Hermosa Ave., Sierra Madre, Cal. 91024, (213) EL 5-3607.

BAKERSFIELD RED TOPS, 327 Olive St., Bakersfield, Cal. 93304. Meetings held last Wed. of month at Marino's, 622 E. 21st St., Bakersfield, Cal.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona, 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB of Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Bob Brown, 255 N. White St., Pomona, Calif. for membership information.

BUSHMASTERS INC. Dirt competition club. Meetings 2nd & 4th Thursday, 7 p.m. at The Banning Bowl. Info: Rich Walden, P.O. Box 921, Banning, Cal. (714) 849-8264.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CALIFORNIA GOPHERS MC of Prado Park, AMA sanc. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd -4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA TRAIL MACHINE ASSOCIATION. So. Cal. info from Bob Doke, 149 Apricot St., Oak View, Cal. 93022. Central Cal. info from Chuck Henry, P.O. Box 1508, Bakersfield, Cal. 93302. No. Calif. info. Don Keller, 4085 East Ave., Hayward, Cal. 94541.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smitty's anytime. "A chance to mingle with the best." Wed. nite, 8:30 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, perservation, and antique motorcycles. So. Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CONEJO TRAIL RIDERS, c/o Roy Colett, Pres., 3402 Calle Quesbracho, Thousand Oaks, Calif. 91360. Need reps from all trail clubs in So. Cal. to discuss state plans for trail and camp areas.

CRESTLINE M.C., P.O. Box B-D, Crestline, Calif. Info: (714) 882-1818.

CRUISERS M.C. of Santa Ana A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St., Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys, Calif.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOX'S M/C Desert Competition Club. AMA sanction. Meets 1st and 3rd Thursday of each month at 7:30 p.m. at BDR Motorcycle Sales, Arrow Hwy, Azusa. Call Lloyd Powell at (213) 943-4697 for more information.

DESERT TURTLES M.C. INC. PO Box 146, Hawthorne, Calif. 90250. Family riders, desert competition club. AMA sanc. Novice riders welcome. Call (213) 676-7260.

DIST. 37 SPORTS COMMITTEE Contact President Bill Sloan at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetins. Ph: (714) 528-3007.

DIRT DIGGERS NORTH M.C., Active competition club, meets every Monday 8 p.m. at the Whitefront, Rocklin, Calif. Mail address: P.O. Box 338, Orangevale, Cal. 95662. Phone (916) 988-3524.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

END DOES M.C. Meet 2nd & 4th Thursday of each month. Info: Lonnie L. Craig, Sec., 14931 Roscoe Blvd. Apt. 5, Panorama City, Cal. 91402. (213) 896-2541 or 343-9467 (p.m.)

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. meets Thursday at 8:30 at 503 Whittier Blvd., Montebello 90640. For info call Fred 573-5495.

FOR SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thurs-night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st & 3rd Friday at 2231 Concord Ave., Pomona. Write E.D. Coleman, address same (714) 623-4676.

GOLDEN EAGLES M.C., 3501 Boher Ave., Santa Ana, Calif. 92703. Info: Al Sommers (714) 538-5330 or Jim Knight (714) 531-0166.

GOLDEN EAGLES M.C. of DALLAS, TEXAS, AMA sanct'd. Meets every Friday at 7733 Garland Rd. Info: (214) 358-5577.

GOLDEN STATE M.C. of Pasadena. Road Riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert Meet every other Wed. 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake and Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center. Naval Weapons Center, China Lake, Calif. Gate passes available for guest & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HAT M.C. AMA sanctioned, dirt track competition club. We're 100% racers and happy to welcome any racing newcomer, or old hand. We meet every Tuesday night at 8:30 in Concord, Cal. For info or membership write Hi-Hats, P.O. Box 467, Martinez, Calif. 94520.

HI-JINX FAMILY M.C. Fun meets, competition and desert. Meetings held 1st & 3rd Thursday of each month at 20833 Siene, Lakewood, Calif. Visitors welcome, new members invited.

HI-BOOTS M.C. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, LaMesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance. Signal Hill, Thurs. at 8 p.m. Post Meeting, refreshment. Mail address: P.O. Box 1746, Long Beach, Calif.

HONDA LIMITED. Meets first Sunday of month, 4 p.m. at Warren Wilson Mtrs., 9000 Sepulveda Blvd., Sepulveda. For info contact Schandeney 894-9218. Road riding club, limited to Honda 250s and 450s and riders age 21 and over.

INVADERS M.C. INC. A.M.A. Sanc't. Desert racing club. Meets every Wednesday. Info: Wes Anderson, 1016 N. Ave. 57, Los Angeles, Calf. 90042. (213) 254-1306.

JACKRABBIT COMPETITION MC. Meets every Mon. at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30-1/2 W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address: 1760 Charlemont, Hacienda Height, Cal. AMA & RRC. Club phone (213) 336-0414.

KERN COUNTY TRAILBLAZERS M.C. A.M.A. Info: M.D. Greenlee, Star Route Box 609, McKittrick, Cal.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C-Comp. club. Meets every Mon. 6 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Cal.

LIGHTWEIGHTS M.C. AMA sanct. competition club Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (Sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (Dirt riders only.)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS BORRACHOS M.C. AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m. Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanc. Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres: J.M. Jones – 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Mon. night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego, Road Riding club. Meets 1st & 3rd Tues. of each month, at 4442 Glacier Ave., Family type riders only. AMA. Info: Roger J. Melanson, Pres., 7068 San Miguel, Lemon Grove, Cal. 92045. 465-1881.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All married persons welcome to attend.

MASTER LINKS M.C. Desert competition club. Meets every Tuesday 7:30 p.m. at the Wonder Inn, 6512 Westminster Ave., Westminster, Cal. Visitors welcome. Info: 892-3709. Jim Cavin, Sec.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MONTEREY BAY RAMS M.C., of Monterey, Calif. Competition and trail riding. Info: John Brown, (403) 394-6601

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club. AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mail address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Cal. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Cal.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2, RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address: 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PACIFIC NORTHWEST TRAIL ASSOCIATION, organizing and encouraging English Trials in the Pacific Northwest. Annual membership, newsletter & decal $5.00. Info: Marvin Foster, Sec., PNTA, P.O. Box 131, Weston, Ore. 97886.

PALO ALTO M.C. of Palto Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Cal. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif. Phone: 657-3678.

PLACERVILLE M.C., Competition, AMA chartered, meet 1st & 3rd Thursday of every month, 8 p.m. Info: Reeder's Saw & Tool, 561 Placerville Dr., Placerville, Calif. 95667.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd. #10, Sacramento, Cal. 95841 (Mailing address same).

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWAY M.C. family road riders, AMA chartered. 13621 Frame Rd., Poway, Cal. 92064. Ph: 748-3290.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thurs. 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Fri. night at 8 p.m. with the 3rd Fri. night of the month being a social evening. Club address: 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E., Kirkland, Wash. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

RIDGE RUNNERS MOTORCYCLE CLUB of Santa Cruz, Competition Club, AMA chartered. Meets 1st and 3rd Tues. of each month. For info write P.O. Box 121 East Santa Cruz Station, Santa Cruz, Calif. 95060, or phone (408) 426-4161.

ROAD KINGS & QUEENS M.C. Club meeting the first Sat. of every month. Married couples only. AMA sanc. Motorcycles 305cc and up. Call Marlene Lawson, Club Sec'y. for more info. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Sat. of each month at 11503 E. 214th St., Lakewood, Ca.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA sanc. Meets at 3044 Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffleboard & skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st & 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contact: 'Woody' Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Shop, 426-2875.

ROAD RUNNERS M/C a road riding family club. Meets every other Sun. Mailing address, P.O. Box 178, Fort Bragg, Calif. 95437.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Ph: (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 2524 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thurs. at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone: ME 3-4368.

RED DOTS M.C. Meetings 2nd & 4th Wed. of month. For info. call (213) 255-8536. Mailing address: 2755 Dicturn St., L.A. 90065.

ROYAL RIDERS, M.C., INC., of S. San Gabriel, AMA Meets at 3044 N. Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meetings club run during activity contest. Shuffleboard & skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Cal. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanc. dirt competition club meets 2nd & 4th Tues. at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Cal. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanc. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO M.C., desert & track competition. Meetings every 2nd & 4th Tues., 8 p.m., 1658 Morse Dr., San Pedro. Info: (213) 833-4451.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner, 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C. Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thurs. at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanc. dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thurs Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS M.C. of San Fernando Valley. AMA sanc. Meets at Kolbe's Cycles in Reseda, 7514 Reseda Blvd. at 8 p.m. on alternate Tues. Info: (213) 345-7616 TT & desert.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st & 3rd Mon. of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings being at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SIDEWINDERS M.C., P.O. Box 46, Westend, Cal. 93564

SILVER CITY SCRAMBLERS M.C. Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Mon. each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc., the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SINNER'S M.C. of L.A., AMA sanc. Meets 1st Fri. night of each month, 3822 W. 183rd St., Torrance, Cal. Info: 323-5741.

SILVER EAGLES M.C., Road riding club, male members must own 1200cc full dress Harley-Davidson's. Meets each Wed., 8 p.m., Olive Recreation Center, Burbank, Cal. Visitors welcome. Info: Mac Sebree (213) 887-7396 or 443-9555.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tues. at 8 p.m. Mail address: P.O. Box 387, Simi, Cal. Phone (805) 526-7971 or Jim & Dusty's.

SLED RIDERS M.C., desert competition & social. 1762 Camrose St., Anaheim, Cal. (714) 772-7937.

SOUTHERN CALIFORNIA MOTORCYCLING ASSN., Ellis Smith, 5849 Tanglewood, Lakewood, Cal. Ph: (714) 429-3557. Meets at 8:30 p.m. 1st Mon. each mo. Carter Hall in Norwalk Park, 12157 E. Sproul, Norwalk.

SO. CAL. M.C., Desert competition club. AMA sanc. Meets every Wed. 8:30 p.m. Verdugo Park, Verdugo & California Sts., Burbank, Cal. Mail address: 623 Mary Ann Dr., Redondo Beach, Ca. 90278. Ph: (213) 372-2266

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Mon. each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIFORNIA TRIALS ASSOCIATION, English Trials enthusiasts. Gary Stewart, Sec., 6521 Lenore St., Garden Grove, 897-7830.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOCIAL RIDERS OF SAN BERNARDINO M.C., AMA charter, meet 1st Fri. of every month at 7:30 p.m., Cultural Arts Center, 11th & "E" Sts., San Bernardino, Calif. 92402.

SPARTONS M.C. of Woodland, Cal., "Friendliest Club on Wheels." AMA charter. Meets every Wed. at 7:30 p.m. at 53 W. Main St., Woodland. Mailing address: Sec'y. Deanne Toben, 131 West Woodland Ave., 95695. (916) 662-0340.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd & 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Cal. Ph: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd & 4th Wed. at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address: P.O. Box 296, Lawndale, Cal. Ph: DA 6-0855.

STUMP JUMPERS M.C. INC. of Orange County AMA sanc. Desert, motocross and TT scrambles. Meets 2nd Tues. of month at 7:30 p.m. Info: Phil Patton, 1606 E. Potola, Santa Ana, Cal. 92701. (714) 541-8820.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only Mail address P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address c/o Carol Schmidt, Sec'y, 516 E. 186th St., Gardena, Cal. (213) 323-2280.

TERRAPINS M.C. AMA sanctioned. Road Runs. Sec'y. Martha Palmer, 3211 - 39th St., San Diego, Cal. 92105.

THROTTLE HOUNDS M.C. AMA sanctioned. Meets every Wed. at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

13 REBELS M.C. AMA sanc. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRI-CITY M.C., meets 1st & 3rd Tues. of each month, 8 p.m., 510 4th St., Oceanside, Cal. 92054. Military & civilian family road rider club. Info: 722-8684.

TRINITY TRAILSTERS M.C. INC.–AMA sanct. meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanc. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

VALLEY TRAIL RIDERS ASSOCIATION, 13226 Keswick St., North Hollywood, Cal. 91605. Meets 1st Tues. of each month, 8 p.m., at Mission Hills Cycle Shop, 8730 Sepulveda Blvd. (at Parthenia), Sepulveda, Cal.

VEGAS VALLEY M.C. Meets 1st and 3rd Mon. Top quality competition club of scramblers and short trackers. Mail address Tom Jones, 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wed. of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif. AMA sanc. Meets at Washington & Main, 2531 So. Main St., Los Angeles every Tues. at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Ph: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info. call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVELERS M.C. of Vista, Calif. Road riding club; meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT and social. Membership limited to those involved with motion picture & TV films. P.O. Box 1672, Studio City, Calif.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nevada.

Meet The Dragger

By Betty Nichols

The "Cash Cousins" Charlie and Mike Cash, live in Carlsbad, Calif. and drive up to Wilmington every Sunday so they can drag their bikes. They work almost every evening, getting them ready so they can get them loaded onto the truck Saturday night for the weekly trip.

Charlie is married and has three children. 2 girls, aged 8 and 2, plus their unofficial mascot, Charlie Jr. He started out with a standard 250cc Suzuki and worked the frame into a 65 inch wheel base. He still carries the same cc's, but it's hot. He's constantly working on his machine, making improvements and trying out different gear ratios.

Mike is also married and has three daughters, aged 8, 5, and one. His machine is a 500cc Suzuki with a modified X6 frame. He says it handles very well, and he's well-satisfied with its performance.

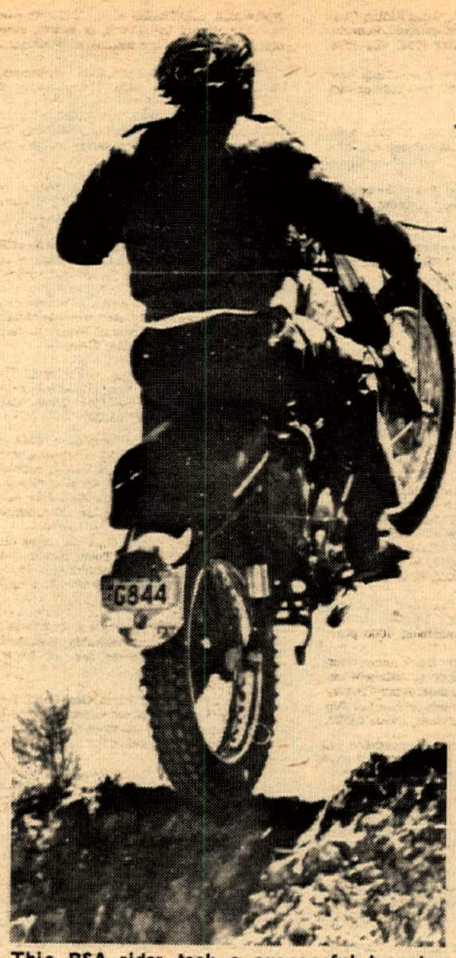
To look at these two guys together, you would swear them to be brothers instead of cousins. They are both carpenters for Marine Builders in Del Mar. Mike is 27, but Charlie, at 26 (six months younger) is his boss. They were both born in California, Mike in Glendale, Charlie in Los Angeles. It seems that whatever they do, they do it together, including getting born in the same state.

Kenny Young, the owner and operator of Two Cycle Modification Center in Pomona is their sponsor. Mike and

Cousins Charlie and Mike Cash frame their sponsor and tuner, Kenny Young.

Charlie built their frames and they do a lot of their own engine work, but say they couldn't have done any of it if it wasn't for Kenny. He spends many hours burning the midnight oil, personally getting special parts ready for both machines whenever they are needed. He also acts as their technical advisor, giving them the benefit of his 30 years of experience to help them get the best speeds possible.

Charlie and Mike make a couple of trips every week to Pomona to see



This BSA rider took a successful try at a steep quarry side.

Kenny, plus the many phone calls they make to check out different plans they have figured out or to make a progress report. This gets a little tight on the budget once in awhile, because their phone bills are running around $50.00 per month, each. Mike said that it's getting so bad that he almost has to get down on his knees and beg to use the phone anymore.

Charley is the more intense and serious of this dragging team, but he can come up with a remark once in awhile that will bring on a big smile. One day, after having several earth-shattering problems, he said he was almost ready to "divorce" his machine because she was so much trouble. After he said it, he picked out a tool, grinned, and went right back to work on his "wedded bliss".

Mike is more of a relaxed sort of person and likes to kid around. When asked what their dispositions are like around home, he piped up with one word – "MEAN". It just ain't so. They are a couple of swell guys, on or off the drag strip.

Motorcycle Play Day At Show Low, Arizona

By Cliff Boswell

Spring was bustin' out in the White Mountains in eastern Arizona, and the interesting town of Show Low was located right in the middle of it. Spring weather, like it is wont to do all over the country, has a way of inducing people to uncover the old motorcycle and wheel it out from the woodshed or the garage, dust it off, and start making tracks along the warm sunny roads.

I did not see many "old" cycles around Show Low, but on this day of May 3rd, when local enthusiasts decided to have some fun there were plenty of shiny new ones. When I happened upon the scene a motocross-type course had been laid out for about 1-1/2 miles through the nearby timber, up and down gullies and through a huge abandoned quarry. On Saturday about 20 riders showed up with machines ready to race, bringing along wives, girl friends, kids and sandwiches, not to mention orangeade, pop and drinking water and everything.

Although there had been no plans to advertise the event – this was to be the first motorcycle event in the recent history of Show Low, and the organizers did not want it to "get out of hand." the word did get around, and Gary McWherter showed up from Scottsdale, about 200 miles distant. This was to be Gary's first racing adventure, too; so he and the event went hand in hand.

After some practice runs resulting in a few cracked exhaust pipe brackets and nuts and bolts lost here and there, repairs were made and the first heat got underway about 1:30.

Two classes were run, heavyweight and lightweight and a final one which included all classes. In this one the lightweights started first.

Everyone had a great time including the spectators who were kept busy running from one vantage point to another as the action developed. A high, steep side of the quarry was used as part of the course where riders descended in single file. A circuitous course in the bottom of the pit was laid out with old auto tires, and the exit was a sharp, short hill.

Riders gained experience and increased their skill as the event progressed, and all agreed that it was "the greatest."

Gary (left) McWherter and Bob Christner scramble through the soft Arizona sand. Gary was winner in the lightweight class aboard a Yamaha. Bob finished fourth overall on a 175 Montesa.

A special unscheduled event saw several men on BSAs and Triumph machines taking tries at some of the steeper, higher sides of the pit and meeting with success.

Place winners were: 1st Chris Christner, Kawasaki 238, 2nd Gary McWherter, 175 Yamaha, 3rd LeRoy Dewitt, 305 Yamaha, 4th Bob Christner, 175 Montesa, 5th Dr. Wade Larson, 175 Kawasaki.

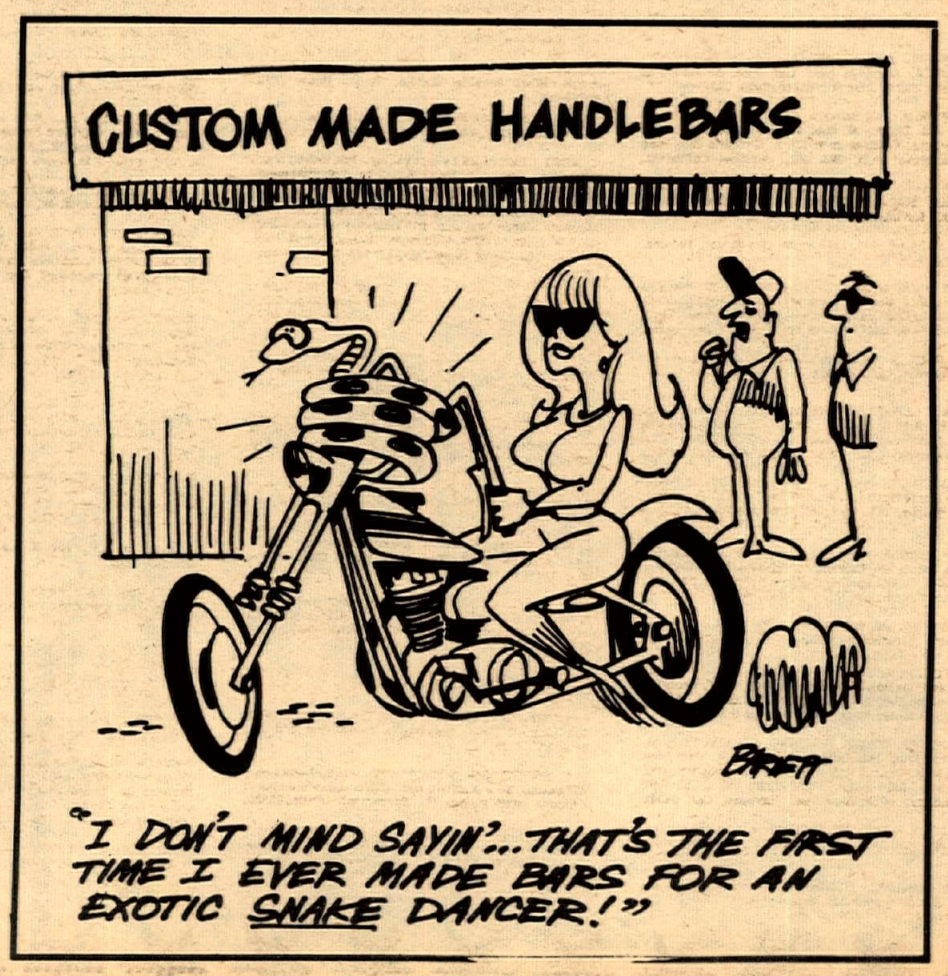
Heavyweight winner: Chris Christner, 2nd LeRoy Dewitt.

Lightweight winner: Gary McWherter, 2nd Dave Driggers.

Show Low is an interesting place in a beautiful mountain country. The name of its main street is Deuce of Clubs. I'm going back some day and do some riding and camping. It is a good place for motorcycling of all kinds when the weather is right.

What's Wrong With This Picture?

Roger Riddell, Indianapolis, peers over his shoulder as his Triumph churns uphill at the Goshen sportsman hillclimb. Riddell's backward ride ended in disaster near the 80 foot mark. He then turned conventional with a straight ahead ride up the 120-foot course in 5.25 seconds to place second in the 650 sport class.



Captain Jerry Berry led the Las Vegas Shrine Club Motor Patrol down Fremont Street.

1400 Riders On Vegas "Fun Run"

Oldest motorcycle was this 1946 H-D ridden from Temple, Cal., by Horace Williams.

The Lucky Wheels provided 300 extra meals in a jiffy when some unexpected guests showed up.

By Bill Harmer

LAS VEGAS, NEV. May 10 and 11, 1969 – The emphasis was on fun and more fun as an estimated 1400 touring riders converged upon the glittering Southern Nevada city of Las Vegas. They came from California, Nevada, Arizona, Utah and New Mexico, in response to the call of The Lucky Wheels Motorcycle Club of Orange County, California, as they presented their 7th Annual Las Vegas Rally.

Ron Wilcoxson's Las Vegas Harley-Davidson shop at 721 So. 1st St. was a beehive of activity as the Wheels began confirming registrations at 8 o'clock Saturday morning.

Miss Martha Dutcher was too shy to accept the award for youngest passenger so she feigned sleep. The four-month old daughter of Del and Andrea Dutcher slept all the way from Barstow.

As there were no official activities scheduled until 4 p.m., those who arrived early had a day to spend as they pleased. Some toured the hotels trying to get a room, others who had brought their camping gear pitched their camps in the area provided by the Las Vegas Elks Club.

Many made the 25 mile trek to the spectacular Hoover Dam and marvelled at the engineering of the hydroelectric plant as they took the guided tour down into the bowels of the 726 ft. high structure. Others tried their luck in the many plush, air conditioned casinos. No fortunes were won or lost, but tales were told about how Lady Luck both smiled and frowned on the cycle enthusiasts.

The hour-long social period which started at 4 o'clock, stretched out for more than two hours for many. There were over 300 riders that the Las Vegas Elks staff had not planned for, and the last minute preparations caused some delays. However, everybody got a good crack at a 30 foot long, self service smorgasbord and they piled their plates high with several kinds of salads, cold cuts, vegetables, relishes, desserts, baked ham and frie d chicken. Coming up with more than 300 additional meals with only a slight delay, was nothing short of miraculous and the Elks Club should be commended.

While waiting in the long hall to get into the dining room many old acquaintances were renewed and a lot of new ones made as pretty mini-skirted cocktail waitresses circulated the throng vending the cup that cheers.

After everyone had enjoyed their meal, seated in comfortable chairs at linen covered tables using real silverware, the trophy presentations started. There were more than 100 in all and the results are listed elsewhere in the paper but a few outstanding winners should receive special mention. A young man, Bill Vining, met the writer by chance on the road to the Grand Canyon last year when he pulled up along side us on his BMW and inquired about all the motorcycles on the road. We explained about the AMA, tours, rallies, poker runs etc. and as the run was a closed one, we used our influence to get the Valley Vagabonds to let him use part of their reserved campground. The Las Vegas rally is his third run since then and he looked very sharp in his black riding outfit with the AMA patch on his shoulder as he accepted the trophy for the first mail-in entry received, as well as the longest distance rider award, riding from his home in Albuquerque, New Mexico. 587 miles to beat out a rider from Sacramento, Calif. which is 564 miles away.

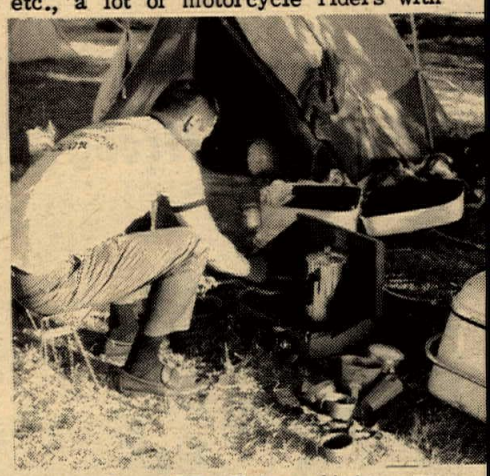
The award for the youngest AMA member to ride as a passenger all the way to the destination went to 4-month-old Martha Dutcher, who rode cradled in her mother's arms from Barstow, California (156 miles). Her mother, Andrea explained that they had friends drive a follow-up car that carried a supply of bottles and other important things for a lady of Martha's age and they stopped often. The baby loved the entire trip and slept most of the time. As her father Del, carried her to the platform to receive her award she was still sleeping. The little miss also won one of the passenger trophies in the drawing.

The trophy for the oldest motorcycle ridden all the way was won by Horace Williams of Temple City, California on a 1946 Harley 74. 74-year-old Clair Westfall was awarded the oldest rider award for riding his BMW from Lancaster, Calif. He has been a motorcycle rider since 1909 (60 years). Howard "Pop" Sponsler, 65, received the second award for riding his Honda 450. He has been riding since 1919.

26-year-old Jody Hanna of Glendale, Calif. who was chosen as Beauty Queen of the rally must be a real "dyed in the wool" cycle enthusiast as she had just gotten married that day and here she was spending her nuptual night at a motorcycle trophy award banquet!

With the trophies awarded, the cyclists separated in all directions either to sleep or gamble until parade time Sunday.

As might be expected in a town that has so much to offer in big name shows etc., a lot of motorcycle riders with good intentions on Saturday night, couldn't show up for the 8 a.m. parade and a great many who did show up looked as though they should still be in bed. Nevertheless, led by the crack 18 man Las Vegas Shrine Club Motorcycle Patrol in their colorful Green and Yellow uniforms, the parade rolled down the famous "strip" on schedule and even the most avid slot machine players stopped to watch the unusual show.



The Las Vegas Elks Club provided a campground for the riders.

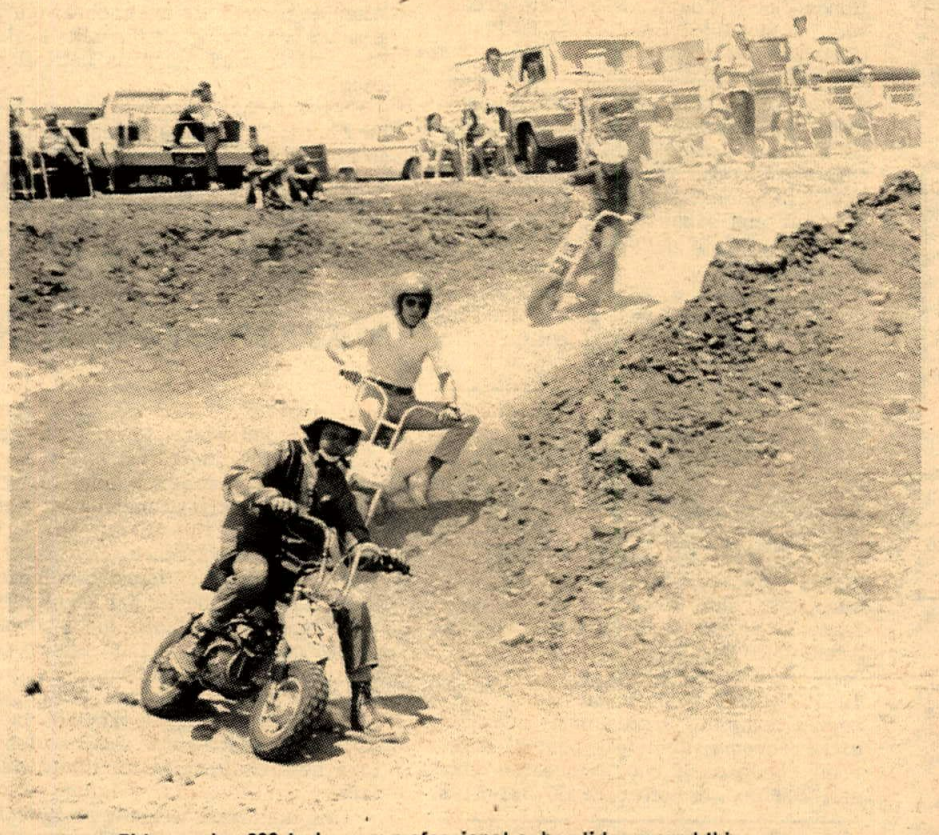
The Ace of Clubs Drill Team put on one of their precision shows of motorcycle formations and maneuvers, after which the bike and uniform judging was held.

Then it was time for farewells and plans to meet old friends at the next big overnight run, which will be the 2nd annual Hemet Tour on June 14 and 15, hosted by the Terrapins Motorcycle Club of San Diego, California. And so is perpetuated the happy custom of large contingents of motorcycle Road Riders meeting in a friendly town for a weekend of fellowship and mutual understanding made possible by a common denominator: the motorcycle.

(Results on page 27)

Honda Ends Powell Domination Of Saddleback Mini-Bike Races!

Which of these lads will be the future Sammy Tanners and Skip Van Leeuwens? Mini-bike events will produce many good young riders.



Rider number 303 looks very professional as he slides around this corner.

Number 200's leg seems to be just the right length for this hotshoe maneuver.

Below: Two riders try to power back into the groove #404 is using.

By Len Sipe

ORANGE, CALIF., May 11 – Although Allen Powell set a new track record at Saddleback Park's mini-bike races Sunday, it was the special entry of Maywood Honda that won first place gold.

Powell set record time of 42.5 seconds during time trials on a Powell Trail Scooter utilizing a stock 5 h.p. Briggs & Stratton engine. It looked like Allen would continue to dominate the open class racing as he has done ever since the mini-bike series began this year.

However, the lights have been on late at night at the Honda dealership in Maywood, Calif., and Sales Manager Greg Kearney broke out a 91cc Mini-Trail with special suspension that enabled him to end the unbroken string of wins of the Powell marque.

By the time the trophy dash was announced, Greg had his Honda gearing sorted out. He jumped off the line and pulled ahead at the first turn with Powell right behind. They swapped the lead in a couple of close duels. At the finish, it was Kearney's Mini-Trail just ahead of Powell. In third was Keenan Harvey on a snappy but tempermental McCulloch. Greg Lersch, ten-year-old trials pro, was fourth.

Six-year-old Clay White, a consistent winner in these bi-monthly minature TT scrambles, won all three motos in his class for overall win in the littlest-guy bracket. The Bellflower, Calif., lad rides his 3 h.p. mini-wailer in superb style. Second was John Frampton.

Greg Lersch tallied up two wins and a second place in his motos for a first overall in the 9-to-11 age group riding a Powell. He's a most impressive youngster who has learned his trials lessons well.

Second in the final standings for the group riding 4 to 6 h.p. machines was Guy Erichson. Geoff Ward, another future Sammy Miller, placed third. (Geoff, only seven, had to mix it with the bigger kids because he's the only one his age who rides a bike as large as his Honda Mini-Trail.)

This rider's head is doubly protected. Are the Saddleback races going formal?

The spectators were as excited about some of the maneuvers as if they had happened at Ascot.

Mini-bikes are looking more like motorcycles every day.

In the two 12-to-14 age groups (1-3 h.p. and 4-5 h.p.), it was the talented Ed Newcomb doing the best job. His mounts are a small Taco and a medium size Rupp, sponsored by Lou Colombo's shop in Costa Mesa, Calif.

Newcomb made it three wins for a clean sweep in the 1-3 h.p. series with some exciting dicing compliments of second place rider, Raymond Edger. In the 4-6 h.p. run-off, Ed had to settle for a three-way tie with Dave Carlson and Keenan Harvey. All three had a first, a second, and a third.

In the first open age moto, Greg Kearney took an immediate lead with his special Honda. But Bill Burker's fuel-running McCulloch was right on tune and he grabbed the lead in the first lap and held it to the checkered. Kearney was second, Powell third.

During the second open moto, Kearney's super-trail again was in the lead, with Powell staying right on his back wheel. It looked like Kearney would have it this time. But halfway through the last lap, Allen Powell wedged inside around an uphill turn, and pulled ahead for the win. The spectators were as excited about this fine riding maneuver as if it had been pulled off at Ascot.

The last moto started out as a runaway for the hot McCulloch rider, Bill Burker, but he had to retire with his engine off tune. Greg Kearney led the way home, with Allen Powell waiting for a mistake so he could take the lead. It never happened. Greg stayed up front and took the win.

(Results on page 26)

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One in motocross trim. Every plated part has been either rechromed or cad plated, frame repainted, alloy tank and fenders, center oil tank, special pipe and air cleaner, 1-3/8" GP carb and 21" front wheel, won 1st prize at recent Cycle World Show. It's beautiful and functional $625.00.

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'68 BULTACO 360, good condition, many extras $650. (408) 262-4689.

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'65 BULTACO, 250cc, $325. Good cond. (213) 337-2697 after 5:00.

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CHERRY CREEK (Cont.)

representative of the Bureau of Land Management, Bob Larson, said he was happy to see the desert being used. He pointed to the spectators and said, "This is more people than the desert sees all year and they're all having a good time. That's the purpose of public land." The motorcycle club has gotten together with sheep farmers in the area and co-ordinated conflicting uses of the land to everyone's best interests.

Complaints were non-existent to our knowledge. Finishers and non-finishers alike agreed the course was well marked and the event was well planned and run.

Larry Chidester, advertising manager for the club, said the famous hill before the first checkpoint was there to weed out unprepared riders and machines and the course is purposely one of the toughest in the States.

Dick Fish agreed. He said last year when the clutch on his Greeves gave out he collapsed in the sand and would have traded the machine for a drink of water. When he opened his eyes some time later a snake was lying in the bike's shade. Dick just closed his eyes until it went away.

He came back this year with no better luck but the plucky Canadian's last words as he left were, "Next year!" The riders typified the spirit of the Mormon pioneers who braved the heat and cold and desert drought to carve out the pleasant little towns that surround Cherry Creek.

(Results on page 27)

Sidewinders Dust-Bowl

By J. Lacey

The Sidewinders M.C. of Portland, Oregon, held their last day-time race May 4th. Night racing begins May 9th and continues weekly through the first week in September.

Novice action featured Hot Chuck Joyner (Kaw) again winning his heat, the dash, and trailing in the Main until lap four when he snatched the lead on the uphill corner from Dan Brecht (C-Z) and went on for the win. Last year's 175cc Champion, Darrel Cotton, made his first Novice appearance of the year for a third place but it won't be long before he's challenging for these win dollars.

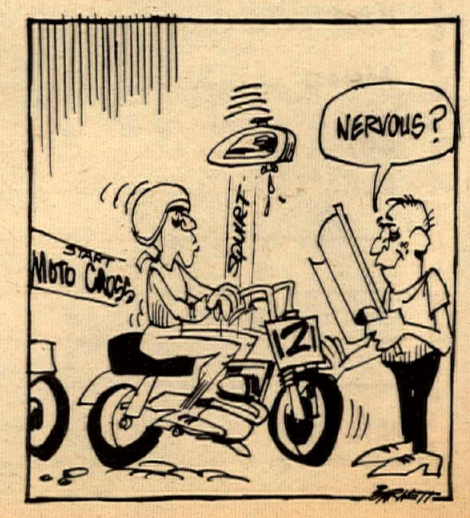
The fans just weren't ready for the Amateur happenings! "The Showman" Jack Mott (BSA) pleased the crowd and won his heat race as expected. Wild Bill Elder (H-D) did the same. The two came together in the Dash and Elder grabbed the lead and held it for the win while Mott tried too hard and unloaded in the uphill section.

This win gave Elder the pole for the start of the Main and again he grabbed the lead, Mott right on his heels. Lap after lap they charged, Mott having traction problems in the loose stuff, unable to get by, while Elder motored smoothly along in the lead, never out of shape.

As if that wasn't enough the Experts played rag-tag toe. Ray Carroll (Tri) shut the door on Dash winner Gary Davis at the start of the Expert Main and with no dust to contend with led the whole gaggle of money-seekers until somewhere around the halfway points. By this time Mark Williams (Tri) had finally passed Jimmy Smith (Tri) and had his sights set on Carroll. As the two drove up the hill they collided, putting Carroll almost over the fence and certainly out of contention. Williams re-entered the fray dropping only one position.

As these two were rubbing elbows, first year Expert Ike Reed passed Smith and inherited the lead.

(Results on page 26)



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Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

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I AM A SOON to be graduating doctor and avid Motocross competitor (#35A, District 36), who will be starting my internship at Orange County Hospital in late June. As a new resident, I will not have but desperately need workshop space and storage space for my Yamaha DT-1 motocrosser, as well as comradeship with any local motocross riders. I hope a resident of the area around Orange or Saddleback Park would be kind enough to help me out at least temporarily. Thanks. Address: 490 Avila St., San Francisco, 94123. Benny Chien, M.D. #35A.

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Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to -- How to Ride & Win. c o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

DIRT RIDERS – HODAKAS
with Ceriani forks – $495. New Hotechs–Hodaka 100cc 5-speed, Van-Tech frame, Ceriani forks, girling shocks – $575. Van-Tech frame kits with Ceriani forks, girling shocks – $295. Brochure 25¢. BRER MOTORCYCLE SUPPLY, 164 N. Ninth St., #1, Laramie, Wyoming 82070, (307) 745-3537.

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MOTORCYCLE SHOP LOCATION
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late '68. Cherry. Skid plate, compression release, Filtron, 21" front wheel, down for low shift & more. Deliver to L.A. area $850. San Jose (408) 252-7374.

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1969 HUSQVARNA 360cc
Compression release, Cerianis, Akront 21", seat built up, new knobby, super clean, mechanically perfect. Butch Broman, 112 S. Louise, Azusa. (213) 334-5566.

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3rd BOB HARDISON
4th RON LAMBERT
5th LARRY HARDISON
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MOTOCROSS
Bay Mare, Calif., May 11
250cc Senior
1st AL BAKER
2nd KIYOMAUR KATO
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POLKA
DOTS M.C.
49er ENDURO April 20
250/A Class
1st DAVID AMBUEHL
2nd CHARLIE BROWN
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1st KEN HATCH
2nd BILL TRUMBULL
3rd John Frantz

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Perris, Calif., May 10
250 Amateur/Expert
1st LOYAL PENN **DT1B**
250 Novice 1st TIM ABSHIER
125-175cc Class
1st ROGER OSBURN
2nd RON LAMBERT
AT1

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May 11 125cc
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AT1

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HARE SCRAMBLES
May 11 250 Amateur Class
1st TOM SMITH
DT1B

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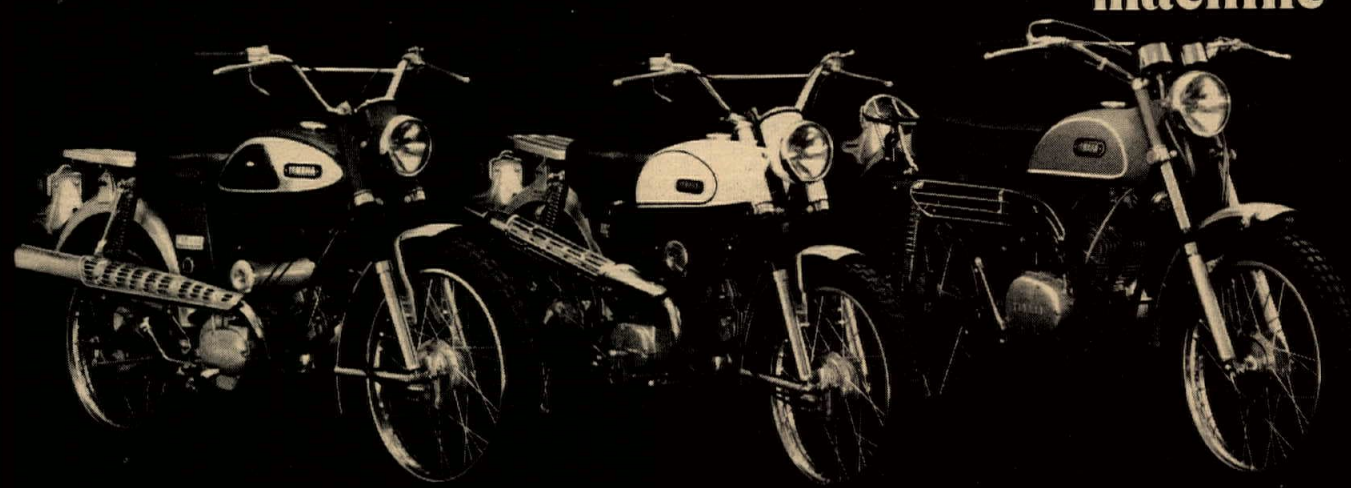
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